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OFFICIAL PROCEEDINGS

OF THE SIXTEENTH SESSION OF THE

**TRANS-MISSISSIPPI
COMMERCIAL
CONGRESS**



HELD AT PORTLAND, OREGON

AUGUST 16, 17, 18 & 19

1905

OFFICIAL PROCEEDINGS

OF THE SIXTEENTH SESSION
OF THE

Trans-Mississippi Commercial Congress.

16th, Portland, Or., 1905

HELD AT

PORTLAND, OREGON

August 16, 17, 18 and 19

1905

ARTHUR F. FRANCIS, Secretary
CRIPPLE CREEK, COLO.

CHARLES H. SHOLES, Official Reporter
PORTLAND, OREGON

Additional Copies of Report will be Supplied on Application to

Fred W. Fleming, Chairman Executive Committee,
Kansas City, Mo.; Tom Richardson, Vice-Chairman
Executive Committee, Portland, Or.; E. R. Moses,
Chairman Advisory Committee, Great Bend, Kansas,
or Arthur F. Francis, Secretary, Cripple Creek, Colo.

1905

GLASS & PRUDHOMME COMPANY
PORTLAND, OREGON

SESSIONS OF THE CONGRESS HAVE BEEN HELD AS FOLLOWS:

	Date	City	President
First -----	June, 1890	Galveston, Texas-----	W. M. Fishback-----Arkansas
Second -----	May, 1891	Denver, Colorado-----	E. P. Ferry -----Utah
Third-----	Oct., 1891	Omaha, Neb.-----	C. S. Thomas-----Colorado
Fourth -----	Feb., 1892	New Orleans, La.-----	L. Bradford Prince-----New Mexico
Fifth -----	April, 1893	Ogden, Utah -----	I. S. McConnell -----Idaho
Sixth -----	Feb., 1894	San Francisco, Cal.-----	H. R. Whitmore-----Missouri
Seventh -----	Nov., 1894	St. Louis, Mo.-----	Geo. Q. Cannon-----Utah
Eighth -----	Nov., 1895	Omaha, Neb.-----	Wm. Jennings Bryan-----Nebraska
Ninth-----	July, 1897	Salt Lake City, Utah....	Hugh Craig -----California
Tenth -----	May, 1899	Wichita, Kansas -----	E. O. Stanard-----Missouri
Eleventh ---	April, 1900	Houston, Texas -----	J. R. G. Pitkin -----Louisiana
Twelfth-----	July, 1901	Cripple Creek, Colo.	Walter Gresham-----Texas
Thirteenth ..	Aug., 1902	St. Paul, Minn.-----	John Henry Smith -----Utah
Fourteenth ..	Aug., 1903	Seattle, Wash.	John H. Kirby -----Texas
Fifteenth ---	Oct., 1904	St. Louis, Mo.-----	Richard C. Kerens -----Missouri
Sixteenth----	Aug., 1905	Portland, Or.-----	Theo. B. Wilcox-----Oregon

Official Roster of the Trans-Mississippi Commercial Congress

Seventeenth Annual Session Meets in
Kansas City, Missouri, 1906

President—David R. Francis, St. Louis, Mo.
First Vice-President—H. D. Loveland, San Francisco, California.
Second Vice-President—L. Bradford Prince, Santa Fe, N. M.
Third Vice-President—N. G. Larimore, Larimore, N. D.
Fourth Vice-President—C. A. Fellows, Topeka, Kan.
Secretary—Arthur F. Francis, Cripple Creek, Colo.
Treasurer—F. B. Topping, Kansas City, Mo.

EXECUTIVE COMMITTEE.

Fred W. Fleming, Kansas City, Mo., Chairman; Tom Richardson, Portland, Ore., Vice-Chairman.

ADVISORY COMMITTEE.

E. R. Moses, Great Bend, Kan., Chairman; John Henry Smith, Salt Lake City, Utah, Vice-Chairman; H. R. Whitmore, St. Louis, Mo.; Benjamin F. Beardsley, St. Paul, Minn.; H. M. Mayo, New Orleans, La.

CONGRESSIONAL COMMITTEE.

Theo. B. Wilcox, Portland, Ore., Chairman; J. H. Richards, Boise, Idaho; Herbert Strain, Great Falls, Mont.; Ed. F. Harris, Galveston, Tex.; H. P. Wood, San Diego, Cal.; Fred W. Fleming, Kansas City, Mo.; Edward H. Hunter, Des Moines, Ia.

VICE-PRESIDENTS.

Alaska—William A. Kelly, Sitka.
Arkansas—C. C. Reid, Morrilton.
Arizona—Walter Talbot, Phoenix.
California—E. H. Benjamin, San Francisco.
Colorado—Mitchell Benedict, Denver.
Iowa—J. L. Kamrar, Webster City.
Idaho—John B. Morris, Lewiston.
Indian Territory—Henry J. Keller, South McAlester.
Kansas—John E. Frost, Topeka.
Louisiana—J. S. Dixon, Natchitoches.
Minnesota—H. E. Hutchings, St. Paul.
Montana—David G. Browne, Fort Benton.
Missouri—Hon. John W. Noble, St. Louis.
Nebraska—Henry T. Clarke, Omaha.
Nevada—E. L. Williams, Reno.
New Mexico—G. R. Engledow, Raton.
North Dakota—N. G. Larimore, Larimore.
Oklahoma—C. G. Jones, Oklahoma City.
Oregon—E. L. Smith, Hood River.
South Dakota—Wesley A. Stuart, Sturgis.
Texas—D. D. Peden, Houston.
Utah—Wm. N. Williams, Salt Lake City.
Washington—Hon. Albert H. Mead, Olympia.
Wyoming—Fennimore Chatterton, Cheyenne.

MEMBERS OF EXECUTIVE COMMITTEE.

Alaska—Edward DeGroff, Sitka, one-year term; R. H. Kemp, Skagway, two-year term.

Arkansas—J. L. Carraway, Little Rock, one-year term; George R. Brown, Little Rock, two-year term.

Arizona—John Mets, one-year term; J. W. Benham, Phoenix, two-year term.

California—H. D. Loveland, San Francisco, one-year term; Rufus P. Jennings, San Francisco, two-year term.

Colorado—Charles A. Stokes, Denver, one-year term; Arthur F. Francis, Cripple Creek, two-year term.

Iowa—A. E. Johnston, Keokuk, one-year term; E. H. Hunter, Des Moines, two-year term.

Idaho—James H. Hawley, Boise, one-year term; J. R. Good, Boise, two-year term.

Indian Territory—W. F. Whittington, Ardmore, one-year term; J. G. Rucker, Claremore, two-year term.

Kansas—E. R. Moses, Great Bend, one-year term; E. E. Hoffman, Leavenworth, two-year term.

Louisiana—Charles K. Fuqua, Baton Rouge, one-year term; H. M. Mayo, New Orleans, two-year term.

Minnesota—John Stees, St. Paul, one-year term; John Kingsley, St. Paul, two-year term.

Montana—Alexander Burrell, Marysville, one-year term; Herbert Strain, Great Falls, two-year term.

Missouri—H. R. Whitmore, St. Louis, one-year term; Fred W. Fleming, Kansas City, two-year term.

Nebraska—Joseph Hayden, Omaha, one-year term; C. B. Anderson, Crete, two-year term.

Nevada—H. E. Freudenthal, Pioche, one-year term; A. H. Manning, Reno, two-year term.

New Mexico—L. Bradford Prince, Santa Fe, one-year term; G. R. Engledow, Raton, two-year term.

North Dakota—H. C. Plumley, Fargo, one-year term; W. N. Steele, Rolla, two-year term.

Oklahoma—Geo. Sohlberg, Oklahoma, one-year term; J. H. Johnston, Oklahoma City, two-year term.

Oregon—Herman Wittenberg, Portland, one-year term; Tom Richardson, Portland, two-year term.

South Dakota—Thos. W. LaFleiche, Belle Fourche, one-year term; Homer Johnson, Armour, two-year term.

Texas—D. Woodhead, Houston, one-year term; T. S. Reed, Beaumont, two-year term.

Utah—L. W. Shurtliff, Ogden, one-year term; Geo. Romney, Salt Lake City, two-year term.

Washington—A. L. Black, Bellingham, one-year term; J. R. Stevenson, Pomeroy, two-year term.

Wyoming—E. L. Emery, Rock Springs, one-year term; W. J. Thom, Buffalo, two-year term.

National Travelers' Protective Association—John S. Beall, Portland, Ore., one-year term; C. W. Ransom, Portland, Ore., two-year term.

United Commercial Travelers—Watt R. Sheldon, Denver, Colo., two-year term.

BY-LAWS AND RULES.

(Revised at Portland, Ore., 1905.)

The Trans-Mississippi Commercial Congress, organized for the purpose of promoting the commercial interests of the states and territories, in whole or in part, west of the Mississippi river, has adopted the following rules and regulations for its government:

ARTICLE I—MEMBERS.

1. Any resident of the territory named may become a member of the Congress, on application to and approval of the Executive Committee, by the payment to the Chairman of said committee of the sum of five dollars (\$5.00) annually, and such members shall be accredited to their respective states or territories.

2. Representation shall be confined to the states and territories situated wholly or in part west of the Mississippi river.

Every business organization shall be entitled to appoint one delegate, and an additional delegate for every fifty members. The mayor of each city or town and the executive officers of each county may appoint one delegate for every 5,000 inhabitants; but no business organization, city or town, shall have more than ten (10) delegates. The governor of each state and territory may appoint ten (10) delegates. The governors of states and territories, members of the United States congress, and ex-Presidents of this Congress are ex-officio members, with all the privileges of members, except those of voting and election to office.

3. The Executive Committee is authorized to extend invitations to any person to attend any session of the Congress, and to take part in its discussions; such persons shall have all the privileges of delegates, except those of voting and election to office. The names and addresses of all persons thus invited must be reported to the Congress at its opening session.

4. The United Commercial Travelers and the Travelers' Protective Association shall each have all the rights and representation of a state or territory.

ARTICLE II—MEETINGS.

1. The annual meetings of the Congress shall be held at such place and time as are fixed at the previous session, or the time may be left by the Congress to be fixed by the Executive Committee.

2. The Secretary shall keep a register of the names and addresses of all members and of all delegates of whose appointment he is officially advised, showing by whom such appointment has been made, and such register shall be accepted by the Congress as the official list of members and duly accredited delegates.

3. Each member of the Congress shall be entitled to one vote, provided that no state or territory shall cast more than thirty votes; if more than thirty members are present, each shall be entitled to his fractional part of said thirty votes; when a state or territory shall be represented by less than ten members, it shall be entitled to ten votes.

ARTICLE III—OFFICERS.

1. The officers of this Congress shall be a President, four Vice-Presidents at large, a Secretary and a Treasurer, to be elected by the Congress at each session, and to hold office until their successors are elected; and a Vice-President from each state and territory, to be elected as hereinafter provided.

2. The annual election of officers shall take place at the opening of the session on the last day of the Congress, and the officers shall be inaugurated during said day, and shall hold office until the inauguration of their successors on the last day of the succeeding Congress.

3. The duties of the officers shall be those usually pertaining to their positions. The President shall preside at all meetings, and in his absence the Vice-Presidents shall preside in the order of their precedence. The Treasurer may be called upon to furnish a bond, by requirement of the Congress or its Executive Committee.

ARTICLE IV—COMMITTEES.

1. The committees of the Congress shall be as follows:

Committee on Permanent Organization.

Committee on Resolutions.

Executive Committee.

Advisory Board.

Congressional Committee.

2. The Committee on Permanent Organization shall consist of one member from each state and territory.

The Committee on Resolutions shall consist of two members from each state and territory.

The Executive Committee shall consist of the seven general officers and two members from each state and territory, one of whom shall be elected each year.

The Advisory Board shall consist of five members, to be appointed by the President or Congress during its session, or by the Executive Committee thereafter.

The Congressional Committee shall consist of five members, to be appointed by the President or Congress during its session, or by the Executive Committee thereafter. This committee shall be appointed at the Congress held in each odd numbered year, and shall hold office for two years.

3. At the afternoon session of the first day of each annual meeting the members present from each state and territory shall present names for the following positions.

1. A State Vice-President of the Congress.

2. One member of the Committee on Permanent Organization.

3. Two members of the Committee on Resolutions.

At any time before the last day of the session they shall present the name of one member of the Executive Committee to serve for two years.

4. The Executive Committee shall have general charge of the work and interests of the Congress, during its recess, and unless otherwise ordered by the Congress, shall act as a Committee on Order of Business during its sessions. It shall have control of the funds of the Congress, but no obligation shall be incurred beyond the amount of unappropri-

ated funds in the treasury. It shall elect its own chairman, and the Secretary of the Congress shall be its Secretary. It shall have power to fill all vacancies among officers or committees occurring while the Congress is not in session.

5. The duties of the Committee on Permanent Organization shall be to nominate the seven general officers, before the end of the third day of the annual session.

6. The Committee on Resolutions shall receive all resolutions that are introduced, and report all such as in its opinion should receive the favorable consideration of the Congress as promptly as practicable.

7. The Advisory Board may be consulted at all times by the officers or the Executive Committee of the Congress.

8. The Congressional Committee shall bring to the attention of the Congress of the United States or officials of the Government, personally, if possible, all of the proceedings of the Congress which require action from the United States congress or such officials.

ARTICLE V—RULES.

1. The sessions of the Congress shall open at 10 a. m., 2 p. m. and 7:30 p. m., unless otherwise determined by the Congress.

2. Cushing's Manual shall govern the deliberations of the Congress.

3. All resolutions shall be submitted in writing in duplicate, with name of mover and of state to which he belongs, and shall be referred to the Committee on Resolutions without debate, but the mover shall be allowed three minutes for explanation, if desired. The duplicate copy shall be retained by the Secretary.

4. No subject, which has been made a party issue in politics, shall be placed on the program, nor shall any resolution referring to any such subject be considered.

5. On the report of each resolution it shall be open to debate, the introducer being allowed to open the discussion, and no member to speak more than twice. The opening speech shall be limited to ten minutes, and all others to five minutes each.

6. Papers and addresses made shall be limited to twenty minutes.

ARTICLE VI—ORDER OF BUSINESS.

The order of business at each daily session shall be as follows, unless otherwise ordered:

1. Introduction of resolutions.

2. Reports of committees.

3. Discussion and vote on committee reports.

4. Reading of papers or addresses on subjects named in program.

5. Miscellaneous.

Selection of place for holding next convention, special for 4 o'clock next to last day of session.

ARTICLE VII—AMENDMENTS.

These rules and regulations may be amended by a majority vote of the Congress, after one day's notice of the proposed amendment.

OFFICIAL CALL.

To the Governors of States and Territories, Mayors of Cities, Boards of County Commissioners, Chambers of Commerce, Boards of Trades, Industrial, Mercantile, Maritime, and Kindred Organizations:

The Sixteenth Session of the Trans-Mississippi Commercial Congress is hereby called, to meet at the Auditorium, Lewis and Clark Exposition Grounds, Portland, Oregon, August 16, 17, 18 and 19, 1905.

THE LEWIS AND CLARK EXPOSITION.

In making this announcement the Executive Committee directs attention to the fact that the Trans-Mississippi Commercial Congress will convene in Portland during the Exposition which is held to commemorate the Lewis and Clark occupation, an event which saved to the nation the great "Oregon Country," from which are carved the states of Oregon, Washington, Idaho and parts of Montana and Wyoming, forming the northwest jurisdiction of the Congress. The inspiration out of which has grown this splendid Exposition met the hearty indorsement of previous sessions of the Trans-Mississippi Commercial Congress, and the Executive Committee requests that the commercial, industrial and maritime bodies west of the Mississippi river take this opportunity of displaying effectively to the people of the Pacific Northwest and the whole country their deep interest and appreciation by co-operating with the Executive Committee in making the sixteenth session of the Congress a great success.

TRANS-MISSISSIPPI STATES AND THE PACIFIC TRADE.

The great importance of the Far East as a field for commercial expansion, and the contiguity of the states of the Trans-Mississippi region to the new markets, into which the nations of the world are now entering with activity, forces itself with renewed demand upon the attention of the Trans-Mississippi Commercial Congress. As this organization, comprised of delegates from the commercial, industrial and maritime associations, is vitally interested in everything that enhances the commercial possibilities of the states and territories west of the Mississippi river, and as the trade relations between the United States and the Oriental countries require most vigorous exploitation, to the end that the question may be exhaustively considered and right conclusions formed as to the best methods to be adopted that the states of the Trans-Mississippi region may enjoy the commercial advantages to which they are entitled by reason of their contiguity and their ability to supply the demands of that trade, the Executive Committee earnestly urges this question upon the serious consideration of the Congress:

DEPARTMENT OF MINES AND MINING.

The Executive Committee would also direct attention to the increasing demand for a Department of Mines and Mining, with its head a member of the cabinet of the United States. Special efforts are requested in behalf of this measure, which has from time to time been brought to the attention of the national congress by the executive officers of this organization with partial success.

SUBJECTS FOR DISCUSSION.

Among other matters upon which discussions and recommendations will be required are:

(1) The improvement of rivers, harbors and waterways. (2) The union of interests between Pacific Coast ports and ports of the Gulf of Mexico. (3) The isthmian canal and its effect upon commerce. (4) The merchant marine. (5) The consular service. (6) Statehood of the territories. (7) Interstate Commerce Commission and the betterment of rail and water transportation. (8) Preservation of the forests. (9) Co-operation in laws governing waterways, irrigation and mining between the United States, Mexico and Canada. (10) Encouragement of home manufacturers. (11) Expositions and their influence upon the development of the country. (12) Technical schools and experimental stations for the west. (13) American scenery and its effect upon travel. (14) Alaska. (15) Livestock interests of the Trans-Mississippi region. (16) The necessity of differentials favoring Pacific Coast ports in the building of naval vessels. (17) Parcels post. (18) Good roads. (19) Irrigation and the reclamation of arid lands.

Any question germane to the objects of the Trans-Mississippi Commercial Congress may be introduced by any delegate, but it is the desire of the members of the Executive Committee to confine discussion to subjects of general interest, and to exclude those which are of a political nature.

REPRESENTATION.

The governor of each state and territory may appoint ten delegates, and not more than twenty delegates.

The mayor of each city, one delegate and one additional delegate for each 5,000 inhabitants; provided, however, that no city shall have more than ten delegates.

Each county may appoint one delegate through its executive officer.

Each business organization, one delegate and one additional delegate for every fifty members; provided, however, that no such organization shall have more than ten delegates.

Governors of states and territories, members of the congress of the United States, and ex-Presidents of this Congress are ex officio members, with all the privileges of delegates except voting.

Permanent members have all the privileges of delegates.

RUFUS P. JENNINGS, Chairman.
San Francisco, Cal.

TOM RICHARDSON, Vice-Chairman,
Portland, Or.

ARTHUR F. FRANCIS, Secretary,
Cripple Creek, Colo.

Approved: THEO. B. WILCOX, President,
Portland, Or.

RESOLUTION.

Recommendations to the national congress adopted by the Trans-Mississippi Commercial Congress in sixteenth annual session at Portland, Oregon, August 19-24, 1905.

Be it Resolved, by the Trans-Mississippi Commercial Congress, composed of representatives from the several states and territories between the Mississippi river and the Pacific coast, at its sixteenth annual session, assembled in the City of Portland, Or., as follows:

RIVERS AND HARBORS.

We earnestly recommend liberal appropriations under continuing contracts by the federal government for the improvement of the harbors on the Gulf of Mexico and the Pacific coast. The largely increasing trade with Central and South America and the Orient renders a more liberal policy towards these ports on the part of the national government, imperatively necessary.

The deep draft of the vessels in which the commerce of the world is now most economically carried makes it important that the Galveston harbor should have a uniform depth of not less than 35 feet of water at mean low tide, with a width and extension commensurate with its growing importance. The same recommendation is made with reference to the improvement of the harbors on the Pacific coast.

The jetty at the mouth of the Columbia river ought to be completed according to the plans of the government engineers, in order that the products of the Northwestern country may find a convenient highway to the markets of the world.

In harmony with past declarations of this body, we declare that it is the plain duty of the national government to take hold of the important question of river improvement and flood control in an earnest and broad-gauge manner. The cost of necessary improvements to prevent the continued interruption of interstate commerce and an appalling loss of life and property, should be met by the national government and the localities affected upon an equitable basis. The permanent improvement of the great Mississippi and Missouri rivers and their navigable tributaries ought to be an object of national concern. The conditions at and in the vicinity of Kansas City and East St. Louis, where commercial and transportation interests of the greatest magnitude are frequently menaced by devastating river floods, emphasizes the national importance of this question.

We earnestly favor a liberal policy on the part of congress in appropriating money for the permanent improvement of the navigable waterways of the country, thereby decreasing the cost of transportation on the products of the farm, ranch and factory, and increasing the general prosperity of the nation.

COAST FORTIFICATIONS.

We recommend that an additional naval station be immediately constructed on the Pacific coast at some point near the Mexican border to be selected by the Navy Department.

We desire to direct attention of the national government to the defenseless condition of the Pacific coast, and urge that congress make the necessary appropriation to carry out the plans of the War Department for adequate coast fortifications.

We favor the protection of the sea wall built by the national government for the protection of its property at the port of Galveston, in accordance with the plans of the United States engineers.

DEPARTMENT OF MINES AND MINING.

The mining industry of the United States having grown to such proportions and importance, and being capable of such vast development if properly fostered by the government, we heartily favor the establishment by an act of congress of a national department of mines and mining.

STATEHOOD FOR THE TERRITORIES.

The fundamental principle of the American Republic is that of self-government, and no body of American citizens should be deprived of that right. We therefore recommend the early admission of all of the remaining territories as states, and the establishment of a territorial form of government for Alaska.

MERCHANT MARINE.

We unqualifiedly favor the progressive national policy on the part of the United States of fostering and building up an American merchant marine by every available means, and respectfully urge upon the consideration of congress the national importance of this question in the development of our foreign trade.

FOREST RESERVES.

We indorse and approve the maintenance of forest reserves under just and reasonable conditions. We, however, urge that the utmost caution be exercised in the extension of the present reserves, and that no further extensions be made without due regard to the conditions and rights of the communities affected or to the location of homesteads on any tracts, large or small, which are capable of cultivation; and we further urge the repeal of all laws, and orders of the Interior department, limiting the use or sale of the timber products to the state or territory in which the same may be cut.

IRRIGATION.

This Congress desires to express its high appreciation of the national irrigation law, and hails with pleasure the opportunities afforded under its beneficent provisions for the American citizen to own his own home, and we express the hope that the several governmental enterprises now under contemplation, as well as under construction, be pushed to a speedy and successful completion.

We declare that the use of the river waters of the trans-Mississippi states is of vastly greater importance when applied to irrigation than to navigation, and hence when the demands of irrigation require such a volume of water of any navigable stream as to render it less navigable, such conditions should not be permitted to interfere in any manner with the prosecution and operation of any irrigation works.

In the construction of river improvements to aid navigation or for the control of flood waters, we recommend that special investigation be given to the practicability of the construction of large storage reservoirs so as to store the waters during the flood season, and thus minimize the danger of flood ravages in the lower portions of such river valleys.

INTERSTATE COMMERCE.

We insist upon the rigid enforcement of existing laws as the proper remedy for the unmixed evil of rebates, discrimination in freight and express rates, and special privileges to private car lines, by railway companies.

GOOD ROADS.

We recommend to the several states and territories the adoption of such legislation as will place the subject of permanent public road improvement under an intelligent and uniform state and county supervision.

CONSULAR SERVICE.

We again earnestly urge such a thorough organization of our consular service as to secure the most efficient service to our business interests; and we believe that this can be best accomplished by basing appointments upon experience, ability and character, unbiased by any political consideration, thus insuring that efficiency which is only attained by extended experience.

PAN-AMERICAN TRADE.

We indorse the proposed Pan-American Trade College or College of Commerce upon the Gulf Coast of Texas, in which the trade usages, customs and language of the Central and South American republics shall be exemplified and taught, as a project worthy of the favorable consideration of the congress of the United States.

We approve of the calling of a national waterways convention to meet in Washington in the early part of 1906, and recommend to the members of this body that they take the necessary steps to secure a representation therein from their respective states and territories.

We wish to record our indorsement of the Western Immigration Congress, as proposed by the State Commercial Association of Colorado.

In view of their rapidly increasing export trade, we strongly urge that San Diego and San Pedro, Cal., be made ports of entry.

We earnestly recommend the re-enactment by congress of the law which formerly allowed to Pacific coast builders of naval vessels a differential sufficient to enable them to compete upon equal terms with builders located upon the Atlantic coast.

IMMIGRATION LAWS.

Our foreign trade with China is at present suspended, and American vessels are unable to discharge their cargoes at Chinese ports and Hong Kong because of the refusal of the Chinese to handle American products. This unsatisfactory state of affairs is understood to have been produced by the improper treatment to which the privileged classes of China have been subjected in the administration of our laws prohibiting the admission of Chinese laborers to the United States.

There are now seeking admission to our country large numbers of persons from Europe, Asia and Africa, many of whom are undesirable and cannot be admitted without endangering the high standards of American citizenship; therefore we respectfully petition the President of the United States to, if deemed expedient, reiterate his instructions for proper treatment of the privileged classes of China, to ascertain through the proper channels the reasons for the present boycott and to appoint a commission to investigate and report to congress, with recommendations for a comprehensive immigration law, framed to remove all unreasonable restrictions, but to exclude from the United States and our insular possessions, all undesirable persons from every country.

Sixteenth Session Trans-Mississippi Commercial Congress

Held in the Auditorium, Lewis and Clark Centennial
Exposition Grounds, Portland, Oregon

August 16-19, 1905

FIRST DAY'S SESSION

Music by the Lewis and Clark Exposition band.

The Trans-Mississippi Commercial Congress was called to order by Rufus P. Jennings, San Francisco, Cal., chairman of the executive committee, in the Auditorium at the Lewis and Clark Exposition grounds, August 16, 1905, at 10 o'clock a. m.

REV. DR. BROUGHER was introduced, who invoked Divine blessing upon the proceedings of the Congress in the following words:

INVOCATION.

Almighty God, Our Heavenly Father, we thank Thee for the occasion that brings together this company of men to consider the commercial interests of the great west. We thank Thee that, as Thou hast created us, that it is in Thee we move and live and have our being, that as Thou has given us opportunities to accomplish that for which Thou has placed us in the world, give unto those who shall speak in this Congress a Divine wisdom that shall lead them to adopt measures and policies that shall be in harmony with Thy will. We pray for the hastening of that day when Thy kingdom shall come and Thy will be done on earth as it is in heaven. Give and direct all these conferences being held during this Fair, that the outcome of them all may be the preservation of the righteousness in the business world, in the commercial world, in politics and in all the affairs and activities of life, we ask for Christ's sake. Amen.

CHAIRMAN JENNINGS:

The Executive Committee has been exceedingly gratified at the general and ready response from all sections of the Trans-Mississippi region to the invitation extended for the Sixteenth Annual Session of this Congress. Many matters

of national importance will be brought up. The prominence of the men who are to speak, and their intimate knowledge of the different subjects that will be discussed, is a guarantee of an unusually interesting meeting. We were fortunate indeed in having as president of this Congress a man who has been successful in those things he has undertaken to do, and one who has proved himself to be a leader among men. I take great pleasure in introducing our President, the Honorable Theodore B. Wilcox, of Oregon. (Great applause.)

MR. WILCOX:

ADDRESS OF PRESIDENT WILCOX.

Members of the Congress, Ladies and Gentlemen.—Owing to my inability to be with you last October in St. Louis, this is my first opportunity to thank the members of this Congress for the great personal honor and distinction they conferred upon me at that time by electing me President of this Congress. And yet I felt that it was done more as an honor to the State of Oregon and the City of Portland than for any personal distinction to myself. That my personality has been employed in bringing to our city and state at this time this splendid body of representative men from the Trans-Mississippi region is honor enough for a greater man than I; and I thank you not only for my election as your President, but more, far more, for taking the time and trouble to come great distances, as most of you have done, to be present at this Congress, and to discuss the various interesting subjects with which we have to do. And although addresses of welcome to our state and to the Northwest will be made here today by Governor Chamberlain, of Oregon; Governor Mead, of Washington, and Mayor Lane, and you will also be welcomed by President Goode, of this magnificent Exposition, I want to say to you as a citizen of Portland that while our latch-string always hangs out here in the west, the latch has been removed, and the door to our hospitality has been taken from the hinges and laid away while you remain with us. (Great applause.)

The Trans-Mississippi region, representing two-thirds of the territory covered by the United States, nevertheless lies farthest from those points where our ancestors first landed on the shores of America.

Scarce fifty years have passed since first our honored pioneers braved the dangers and privations of frontier life to earn the fortune, the freedom and the health which the land of the setting sun affords. And as yet the great tracts of arable land are but sparsely settled, the treasures of the mountain side but barely touched, the waste places are still waste, the forests still stand, and the magnificent rivers remain unsubdued to the uses of mankind; but the advancement that has been made justifies the hopes of the pioneers and stimulates us to renewed effort day by day. Our needs are many and our merits are great; but our population is sparse, our wealth but limited, and our importance singly in the halls of government small and unavailing. What, then, is there for us to do, but combine our influences and work together by all fair and honorable means for the things we need? For the improvement of our waterways, for good land and mining laws, for irrigation of the arid lands, for our livestock interests, for the isthmian canal, for Oriental markets, for statehood for our territories and a complete territorial government for Alaska (applause), for all the things we need to advance the interests of our particular states or sections,

and to make the Trans-Mississippi region as a whole, great in wealth and influence as it is in territorial extent.

And yet, my friends, we are but a part of one great whole. As I hear the gentleman from California extol the wondrous beauties of that great state, her great expanse and the mass and variety of her products; the gentleman from Texas dilate upon the extent of their cotton crop and livestock output of that empire by itself; the gentleman from Wyoming, who tells of the great wealth of her coal and metal and the vast herds that roam her hills, I feel that while individual effort is everywhere making each section stand for itself, exploiting its own peculiar attractions, and thus each is aiming to be only a bright particular star in that constellation which is today and must forever be the greatest nation on earth, the greatest on land and on the seas, the greatest on the Pacific as well as on the Atlantic. (Great applause.)

In the early days of your organization one of the principal objects of your efforts was improved waterways in the west. By your combined influences you have long ago given the City of Galveston governmental aid to produce a deep-water harbor, which, by shortening and cheapening the route from the middle west to the markets of the world, has produced lower freight rates and greater profits to the producers, until Galveston stands third in the list of American ports. You have afforded a waterway to the gulf for a great portion of the state of Texas, formerly limited to the mercies of a railroad; you have improved the Mississippi and its great port at New Orleans, and you have procured a deep-water harbor at San Pedro, and, gentlemen, with your help we shall deepen the lower river and the mouth of the Columbia river for vessels of modern type, and the business that passes back and forth (great applause), and we shall also remove the obstructions to navigation in its upper reaches just as far into the interior as there is water enough to float a flat-bottomed boat or a ton of produce paying a railroad two prices for its transportation. (Great applause.)

The reclamation of our arid lands has always been one of the principal topics to engage the attention of this body. It has inspired and aided in placing upon our statute books the irrigation law, which, in its fulfillment, will be our country's crowning glory. To take the waste parts of the earth and subdue them to man's use and benefit; to make two blades of grass grow where nothing grew before; to make something out of nothing, this is almost creation, a sublime achievement. But the importance of this subject has been recognized in a separate body similar to this, an organization has been established for its special care and maintenance.

Contiguous to the Orient is the territory we represent, nearer than any other great commercial nation, and the nearest portion of our own great United States, it is eminently fitting that one of our topics for discussion in all its various phases, and from all the various viewpoints, should be the universally absorbing topic before the commercial world of today—Oriental trade. Several addresses will be delivered tomorrow on this subject, which, I think, you will find interesting, perhaps instructive.

Another topic which will occupy our attention is Alaska. This great territory, purchased from Russia in 1868, by that far-seeing secretary of state, Seward, has proven a wise and profitable investment to our people. She needs our influence and help, and I bespeak your favorable consideration of her wishes. Many of you may not know that the territory of Alaska is equal to nearly one-sixth of the entire United States; that the Yukon river is the largest river flowing into the Pacific, and is over two thousand miles long; that much of the land of Alaska is tillable and capable of supporting population, and that its gold output of \$700,000 in 1890 has risen to nearly \$20,000,000 in 1904; that it supplies

from its waters the major portion of the salmon of commerce today; that, in addition to her great mineral wealth, she holds the future coal supply of the Pacific. You may not know that in 1896-97 she proved a haven and savior to many an unfortunate from the states, smitten by the hand of misfortune, whose only capital was energy, courage and an honest desire to recoup his fortune and pay his debts. You may not have heard that out of the gold fields of Alaska many have come with the horn of plenty and poured its rich contents into the prosperity of the Northwest; but these things are true, and more, and in the years to come Alaska will be a mighty power. When we have drawn the population from the crowded centers of the east to our great completed and perfected Trans-Mississippi region, Alaska will be the west. A complete territorial government will not long suffice for a land great enough and good enough to make three more stars in our grand constellation. (Applause.)

I cannot close without referring to this beautiful Fair, placed here by this lakeside, among the green hills, looking out upon these majestic snow-capped mountains and great stretches of river and landscape, not alone to commemorate the achievements of the past, but to stimulate our people to new and greater endeavor in the future, and while it stands as a monument to Lewis and Clark and all those later pioneers who utilized their discovery, it stands equally a monument to the public spirit and progressive nature of the west. (Great applause.)

The members of this Congress who have for sixteen years labored and traveled without compensation or emolument, know that their recommendations have been a potent factor in much of the legislation at Washington affecting the material welfare and advancement of the west. We have been met, ladies and gentlemen, by the men of the east and of the south, with a spirit of helpfulness, encouragement and co-operation. They have hearkened to our petitions in Washington with a ready ear, a willing voice and hand, and the west is receiving today and has for several years, its share of national aid for improvements. But there is more to do yet, more aid to be sought and obtained, and this Trans-Mississippi Commercial Congress, representing more than 30,000,000 of people, must continue its work unflinchingly and never resting. Its existence depends not upon the pleasure of any individual nor upon any one state, but upon the devotion of public-spirited citizens, who are banded together for mutual benefit by every fair, just and honorable means in our power, and your sons and their associates will continue to work with my sons and their associates long after you and I are gathered to our fathers, and until this great west shall be populated with happy homes on every plain and hillside, until the waste places shall be made to blossom and to bear, and until the center of population in this great United States shall be moved over to this side of the Mississippi river. (Great applause.)

I welcome you all here today, and I congratulate your various states and the American people that in these days of selfish greed there are in every state and territory and in every section of them, men who, prompted by patriotism, will work for the upbuilding and betterment of their own states and for the glory of our common country. (Great applause.)

Meeting as we do, gentlemen, within the limits of the state of Oregon, it is fitting that you should be welcomed here—many of you having come from without the state—by a man whom we love and honor, Governor Chamberlain, of Oregon, whom I now have the pleasure to introduce. (Applause.)

GOVERNOR CHAMBERLAIN then addressed the Congress as follows:

ADDRESS OF HON. GEO. E. CHAMBERLAIN, GOVERNOR OF OREGON.

Mr. President and Members of the Trans-Mississippi Commercial Congress.—I take pleasure in extending to you a most cordial welcome to the state of Oregon. It is most fitting that your Congress be held in this city and upon this spot at this particular time, where is being held an exposition to commemorate the achievements of Lewis and Clark and the statesmanship of Thomas Jefferson. It was near the place where this building now stands that Lewis and Clark and their sturdy followers rested after having planted the Stars and Stripes on the shores of the Pacific ocean, thereby adding to the domain of the United States, by right of exploration and discovery, a territory as vast in extent as it is rich in all the resources that tend to make our country the greatest of the earth. Out of this magnificent domain have been carved the commonwealths of Oregon, Washington and Idaho and parts of Wyoming and Montana. The first of these alone, the mother of them all, is larger than New York, Pennsylvania and New Jersey combined, whilst Washington is larger than all of New England with Delaware and the District of Columbia added, and these two states exceed by four thousand square miles the area of England, Scotland, Ireland, Wales, Denmark and Holland, which maintain a population of more than fifty millions. The Oregon Country itself is equal in extent to the thirteen original states of the Union, with their population of thirty millions, and there is reason to believe and hope that in the years yet to come this country will boast a population that exceeds the present population of all New England. Not only Oregon, therefore, but all the Oregon Country and the Pacific coast, feel honored by the selection of this city for your place of meeting, and all unite in extending to you a most cordial welcome.

The needs of the country west of the Mississippi river and the necessity of united action to accomplish them first gave birth to the idea of organizing a congress of representatives from all of that section, and it is safe to say that the development of the Trans-Mississippi country in wealth, both commercial and industrial, has been greatly hastened by the discussions which have been had in and the efforts which have been made by the several sessions of your Congress.

On all questions that vitally affect the vast territory which lies between the Mississippi river on the east and the Pacific ocean on the west, our senators and representatives in congress have usually been able to act in perfect harmony, without regard to politics or party, and it is safe to say that but for this unity of interest and of action the reclamation of the semi-arid lands, which form so large a part of our domain, would have been postponed indefinitely, or would have been delayed so long that the development of the country must of necessity have been retarded for a long term of years, whilst improvements of our rivers and harbors would have been delayed indefinitely at the expense of our commerce. Until the Trans-Mississippi Commercial Congress made its appearance as a factor for good in the development of the west and south there was a lack of unity and of purpose among those who represented us in the halls of congress as well as in commercial and other bodies which had for their object the development of each particular section, but now each of the states embraced within the territory from which delegates to this Congress come makes common cause, and all

have found that, acting unitedly, everything is possible and easy of accomplishment which goes to making of a richer country, a happier and a more prosperous people. But much remains yet to be done, and some things to be guarded against. In the first category, I call attention to the tardiness with which the semi-arid regions are being reclaimed, and in doing this I do not mean to be understood as claiming that the officials in charge of the reclamation service are doing nothing. I realize fully the difficulties which they encounter in the prosecution of these great government works because of the fact that there are innumerable conflicting private interests which have to be reconciled, and other obstacles which try the patience and retard the work. But I feel that works which have been undertaken, in this state at least, and possibly in other states where I am not so familiar with conditions, ought to have been pushed to completion with greater rapidity than has been the case. I fear that this is occasioned either by too much red tape in the departments at Washington or by a lack of appreciation on the part of the officials having these works in charge of the importance to the people of speedy consummation. I believe that if your Congress would call the attention of those in authority to conditions as they exist it would result in more aggressive work and a speedy completion of many of the projects now under way.

There are other matters of great public interest, such as appropriations for our rivers and harbors, and for the construction of canals as natural regulators for freight rates for commerce from the Inland Empire to the sea, that ought to be taken up and considered by this Congress, but it is impossible for me in the brief time allotted to do more than call attention to them.

In the list of those things which ought to be guarded against, and against which this Congress should sound an alarm, is the unrestricted immigration of Chinese to this coast. I know that China threatens a boycott against the commerce of the United States unless more liberal laws than are now in force are enacted for the admission of their people to this country, and I know that there are those standing at the head of some of our own commercial bodies who advocate the removal of the restrictions contained in the act of congress of 1902 upon this immigration, but I venture the assertion that in many cases the threatened boycott receives encouragement from men in this country who have personal interests to subserve, and much of the clamor here for Chinese immigration comes from those directly interested in exporting products to Chinese ports, constituting a small minority of the people of the coast. I feel that the best interests of the great majority of the people of the United States demand a rigid enforcement of the present law restricting the immigration of Chinese laborers, and if any amendment to that law is made, it should be for even greater restriction than now exists. Not only that. The reasons which demand the exclusion of the cheap labor of China from our shores demand the restriction of Japanese laborers as well, and of all Oriental countries that send to our shores a class of people inferior to our own, and who, under the laws of the Almighty himself cannot intermarry and assimilate with our own peoples without their degradation and the lowering of the standard of civilization. Our friends from the east and from the south cannot fully appreciate the evils that will be wrought to our social and our industrial system by the unrestricted immigration of the cheap laborers of Oriental countries. They are not homebuilders; they cannot assimilate with us; they can live and accumulate money for transfer to the Orient upon a wage which our people cannot exist upon, and steps ought to be taken here and now to sound a warning against the enactment of any laws which shall make it harder for the toiling masses of this country to earn their daily bread.

I do not feel that in an address of welcome I should dwell at length upon any of these subjects which demand and will doubtless receive your careful consideration. I content myself with calling attention to them, and in conclusion permit me to express the hope that your stay among us may be both profitable and pleasant, and that when you return to your several homes you may cherish none but pleasant recollections of our city and of our people. We are glad to have you with us, and we bid you welcome.

PRESIDENT WILCOX: We should be delighted to feel that Oregon was all there was of the Northwest. It used to be; but we have cut off two other branches, and Washington state is one of Oregon's loyal daughters. I take great pleasure in introducing Governor Mead of Washington, who will welcome you. (Applause.)

GOVERNOR MEAD thereupon addressed the Congress as follows:

ADDRESS OF HON. ALBERT E. MEAD, GOVERNOR OF WASHINGTON.

From the dawn of the morning when Lewis and Clark began their eventful journey to the moment when the sound of the gavel called together the sixteenth annual session of this Congress, there are no brighter pages in history recording deeds of dauntless courage, patient perseverance and loyal devotion to country than those chapters describing the upbuilding of the great Northwest. Those pathfinders, in the forest and on the plain, who blazed the way for the settlement of the Northwest, recognized the wisdom and strength of co-operation. They practiced that form of religion wherein the strong holds out a helping hand to the weak. This congress stands for that same sentiment, and your final judgment upon the questions before you will be reached because of the exercise of that virtue. Your recommendations to state and federal authorities will be respected and followed because your organization speaks for the highest interest of the people inhabiting the progressive commonwealths from which you are drawn.

In bidding you welcome to the Northwest in behalf of the 800,000 people of the state of Washington, we are not only confident of the successful outcome of this session, but we are mindful of the rich contribution received at your hands when the great influence of this organization was brought to bear upon the Congress of the United States, whereby the system of national irrigation was placed upon the federal statute books in the enactment of the reclamation law.

As stated editorially by the leading paper of this city, "largely through your efforts the Government of the United States has now in its treasury upwards of \$30,000,000 available for the reclamation of arid lands in the West."

By the application of the proceeds of the sales of public lands in the states named in this beneficial act, the subjugation and ultimate annihilation of that country included in what is popularly known as "The West" will soon be complete. The great gaps between the East and the West will soon close; the waste places will be made fruitful; the eternal silence of the great desert will be broken by the noise and shouting of the greater and lesser Captains of Industry.

Washington's contribution, from the sale of public lands, of more than three millions of dollars has helped to swell the reclamation fund. We are thus not only permitted to draw upon this fund to add

to our created wealth and population, but the natural wealth bequeathed us by a generous Providence permits us to lend a helping hand to the states of the arid belt not so highly favored.

We are interested in irrigation, improved harbor facilities for ocean commerce, and cheaper transportation by rail, but we hope this body will take a pronounced position in keeping the citizenship of this country up to the standard it has attained by opposing the modification of any treaty that will admit to our shores undesirable Asiatic immigration. We are interested, as other states are interested, in pursuing a policy that will enlarge our markets in the Orient. We want the benefit of increased and increasing trade in the far East, if it can be purchased at a fair price. In opening wider the gates to Chinese immigration and thereby debasing our American citizenship, we are paying too great a price. Among those of alien countries who desire to follow the fortunes of the American flag, we are entitled to the best; we will not have the worst.

We are a commercial as well as a productive state. Therefore, our people are in hearty accord with the efforts of this Congress for the betterment of rail and water transportation. As the waters of our Inland Sea offer excellent harborage for the fleets of the world, our needs for harbor improvements are easily satisfied.

A further solution of the problems of transportation is found in the fresh waters coursing from mountain to sea, which will furnish, when fully developed, a force equal to a million horsepower, and allow us in this electric age to supplement steam transportation systems by connecting lines moved by a cheaper power.

Other states of the Northwest are equally favored in this respect. James B. Meikle, Secretary of the Seattle Chamber of Commerce, has aptly expressed the magnitude of our water power in these words:

"It is safe to say that at least 1,000,000 horsepower might readily be developed in every state of the Northwest. The swift rivers that flow from the glaciers and snow fields of the Cascades and Olympic mountains have power enough to turn the wheels of all the mills west of the Mississippi River."

When you have rendered full justice to the cause of your constituents as representatives in this Congress, when you have enlarged your knowledge of these two northwestern states, and returned to your homes, then if you decide that your field of usefulness would be enlarged and your happiness increased by taking up your permanent residence in the Northwest, the people of the state I have the honor to represent, will again extend to you a most cordial welcome. We are doubly related, by the tender ties of motherhood and sisterhood, to the grand, old State of Oregon. We revere the memories of the brave men and noble women of that state who made such great sacrifices to add the Oregon country to the national domain. In obedience to that sentiment, and in deference to the distinguished Executive of that splendid state, whom I have the honor to follow, I will add that if you hereafter decide to become permanent residents of either Oregon or Washington no one will be more enthusiastic in commending your good judgment than yourselves.

Washington bids you welcome to this Congress, welcome to the Pacific Northwest, welcome to the homes and hospitality of its people. May your efforts in this sixteenth annual meeting attest the wisdom of your creation, and immeasurably contribute to the progress and well being of the Republic.

PRESIDENT WILCOX: None of you would imagine that all this Fair rose in a night. Some of you may be curious to know who

is responsible for it, and I take great pleasure in introducing the man to whose intelligence, through whose patience and perseverance, this Fair has been completed, and through whose tact it is being conducted in a most peaceful manner, equal to that of any society that ever graced our city—President Goode. (Applause.)

PRESIDENT GOODE:

ADDRESS OF PRESIDENT H. W. GOODE.

Mr. President and Delegates to the Congress—It is my pleasant duty to extend a cordial welcome of your members to the Exposition. The people of Portland and the management of the Exposition are extremely proud that you should have selected Portland and the Exposition Grounds as the place in which to hold this convention. We have had many conventions at the Exposition, but I regard the Trans-Mississippi Commercial Congress as the most important of all. I speak from an Exposition standpoint. The work of the Trans-Mississippi Commercial Congress is absolutely in line with the work, the intent and purpose, of any international or national exposition.

The initial purpose of this Exposition was to celebrate the Lewis and Clark expedition and the acquisition of the old Oregon territory; and we had a loyal desire to do honor to those people and to celebrate in a fitting way that great event. But underlying it all there was the purpose of exploiting this Northwest country, of letting our own people, the people of the United States, and the people of the world understand what we had here and to show them the resources of this great section. The development of the country is the primary purpose, and that we all understand is the object of your Congress. For many years your delegates have unselfishly given their time and money to attend these meetings and take up the important matters affecting all that portion of the country lying west of the Mississippi River, and it is a matter of very great pride to this Exposition that we are a part of that development. How well we have succeeded at this Fair in showing the resources of the country and in interesting our own people and the people from abroad I will leave you to judge. We have spent a large amount of money, the people of the country are loyal to a man, and it would be remarkable, indeed, if the Exposition did not have a magnificent effect upon this section and its growth.

I hope that you will find time from your labors at this Congress to devote a certain portion of your stay here to looking over the Fair and the exhibits we have here. I am sure you will be greatly interested, and I sincerely hope they will meet with your approval and that you may be able to say a good word for us on your return to your homes. Again I thank you for your attendance, and for your meeting at Portland and extend to you a most hearty welcome. (Applause.)

PRESIDENT WILCOX: I was very much afraid this meeting was not going to be the perfect success that it should be, but the one man required to make our success has come in within the last two or three minutes, and I take great pleasure in introducing Senator Fulton. (Applause.)

SENATOR FULTON:

ADDRESS OF HON. CHAS. W. FULTON, U. S. SENATOR.

Ladies and Gentlemen—I realize that I am a little late for these ceremonies, but this being Elks' Day at the Fair as well, and I being a member of the Order of Elks, you can realize how I naturally inferred that all important ceremonies took place at eleven o'clock, and therefore that these ceremonies would begin at that hour. I realize from a slight experience in the past how important it is to a speaker that his audience shall be impressed with the fact that every statement he makes is founded on the rock of truth; and therefore I shall be very careful to avoid making any statement which will not commend itself to you at once as a perpendicular fact. On yesterday I received the first intimation that I was expected to attend these ceremonies. The message came to me while I was standing on the banks of a trout stream, just in the act of landing a nine-pound mountain trout. (Laughter and applause.) Now, I don't know whether that is applause, or whether it is a slight indication of unbelief (laughter); but certain it is, when I was assured that I was expected to be here in order to extend to you a welcome, I realized it was my duty to come at once, because I had a keen realization of the deplorable situation you must be in, wandering around here in the very heart of the city, on your own initiative as it were, without knowing whether I approved it or not. (Laughter.) I cannot say exactly that I abandoned the plow in the field to be here, but I can assert without fear of successful contradiction that I did that which required far more self-denial, namely, quit a fishing trip to come here. And I am glad that I came, now, since I am here, for I never saw assembled a finer looking body of men in my life (laughter and applause), and what few of the ladies are here certainly surpass any that I have ever met.

I congratulate the State of Oregon that you have come here to hold this Congress. I think it means very much to the people of this state. I congratulate you also that you are permitted to meet in this Queen City of the Northwest, where the mid-summer heat is placed on storage by the cooling breezes from the Pacific. I trust and believe you will enjoy your stay with us, and I assure you that if you do not, it will be because of no fault or effort at least on our part, because we appreciate most highly the fact that this convention has selected this city for its place of meeting. I congratulate the country at large that you have assembled here and that so distinctly a representative class of men have been sent here to discuss the great questions that are before the American people today. For I believe that in its history seldom has there been before the American people for solution questions of greater importance than are before them today, and which I understand will be brought before this Congress.

I shall make no pretense to discuss any of those questions, or even to refer to them except in this general way. I only want now to assure you of our hearty welcome and to express the hope that when you shall depart for your homes, you will go away entertaining the same kindly feeling for us that we now and shall at all times entertain for you. (Great applause.)

PRESIDENT WILCOX: The next speaker I shall introduce will be Mr. Cake, president of the Commercial Club, father of promotion and publicity in the Northwest. (Applause.)

MR. CAKE:

ADDRESS OF PRESIDENT H. M. CAKE.

Delegates to the Trans-Mississippi Commercial Congress, Ladies and Gentlemen.—I have been requested to add a few words to what has been already said on behalf of the commercial interests of the City of Portland and the Northwest. It is hardly fitting for me in bidding you gentlemen, strangers to our city, welcome, to elaborate upon the resources of our city, state and Northwest. We leave you to acquire knowledge of those through observation while in our city, and through the discussion of the topics which will come before this convention; however, I want to say in this connection of the Northwest, that when Lewis and Clark crossed the divide in 1805 and gazed for the first time on the Oregon country, they little dreamed of its future greatness and of the magnificent states to be carved out of that territory—Washington, Idaho and Oregon. While integral parts of a great nation, one people, one country with one destiny, the people in the Middle West, the South, the Southwest, the Inter-Mountain States and the Pacific Coast States are bound together by mutual ties that compels them, if they would seek their highest prosperity, to work together as a unit. This has been elaborated by the President of this organization, and I feel it should be the key-note of this convention. Only in helpful and continued co-operation can we in the states expect to overcome the handicap of Eastern wealth and influence and secure from the National Government that which is our due in the distribution of national appropriations. Only in harmonious and uniform action and effort can we protect ourselves from the encroachments of corporate expansion, maintain the integrity of our citizenship against the coolie labor of the Orient, and attain that dignity of development, commercial and industrial, to which by nature we are entitled. We in the Northwest realize that we must establish close reciprocal relations with our sister states and cities of the great Columbia River, and make the highway which was intended by nature from the mouth of the river to its navigable limit in the inland empire. The cities on the lakes, on the Atlantic seaboard, on the gulf, have by their concerted action compelled the recognition of the national government and are today secure in their supremacy as commercial states through the facilities afforded them by adequate river and harbor appropriations. We on the Pacific Coast, not of Oregon alone, are entitled to like consideration and aid.

In common effort we must reclaim these vast arid deserts and populate them that we find in the West and in the Southwest. In this Exposition Portland and the Northwest sought to cement the ties of friendship and good feeling by bringing gentlemen from those various states together, hoping as a result for closer ties between the states and producing a deeper feeling of interest on the part of the whole in the welfare of each. You from the middle western states, we bid welcome, because to you we owe much of the brawn and sinew that has laid the foundation of our statehood and rendered possible its future development. To you from the South and the Southwest, we extend the right hand of fellowship, and in the language of the Southern Cato when he met his ancient Northern foe in the reunion of the blue and the gray, we would say to you: "We are glad to meet you, for to know you is to love you." To you from Washington, Idaho and Nevada, the city is always open, for you have borne with us the heat and burden of the development of the Northwest and the increase of our great commonwealth. To you from California, we say, we send and give you greetings and thanks, for we have no better evidence of your good will and fellowship than the crowds you have put into our

state within the last ten weeks. (Applause.) We welcome you all; Portland, the Rose City of the Northwest, is yours. (Great applause.)

PRESIDENT WILCOX: The next speaker I shall introduce is Mr. W. D. Wheelwright, president of our Chamber of Commerce. (Applause.)

MR. WHEELWRIGHT:

ADDRESS OF PRESIDENT W. D. WHEELWRIGHT.

Mr. Chairman and Gentlemen—It is one of the pleasant duties that attach to the office of President of the Chamber of Commerce, for which body and with the distinct disclaimer of any personal merit I accept the honor to help in giving greeting to this distinguished company.

The word congress in its usual acceptance, especially in this country, means the law making power of the nation. Even in that sense it is not inappropriate that the word should be applied to this association, because, next to agriculture, commerce is the great source of the nation's wealth, and therefore commerce has much to do in suggesting the enactment of those laws under which trade, the calm health of nations as the dramatist calls it, flows through the veins of the body politic. Therefore, this Congress meets to perform a great national service and duty, into which it should enter seriously, and with a full sense of its responsibilities. When I look about me and see this array of distinguished men gathered here from all parts of the Union, I am impressed with a sense of the real grandeur of American citizenship. "The Empire is Rome" was the ancient watchword of despotism. "Paris is France" was the later cry raised by those who wished to centralize power in the hands of the few who lived in the chief city; but how different it is here in this, the beginning of the twentieth century. In a comparatively isolated community, somewhat sparsely populated, three thousand miles away from the national and financial capitals, is gathered this great company of distinguished citizens from many parts of the Republic to consider the great questions of the country's growth and development and to recommend to the Congress of the United States a course of legislation that shall stimulate that growth and enlarge that development until it shall reach the full measure of the stature of the grandest and most powerful and intelligent nation on the face of the earth. Let me not be misunderstood in saying this. It is glory we aim at, the glory we have not yet reached. If we had solved the problem of government, would it be necessary for a President of the United States to say, as he did on Friday last, that we had only begun to recognize the ethical principles that should control the conduct of nations towards each other? Would it be necessary to say that weaker peoples had a right to make appeal to our consciences as well as to our emotions, and that in our own domestic affairs great corporations are resorting to every expedient to nullify the laws so that governmental control is a necessity? We need new laws; we need the just enforcement of all laws, both new and old; we need a new policy in our treatment of foreign nations that will grant to the weak every privilege that we yield to the strong; and, more than all, we need to awaken public conscience that shall serve to keep this great and powerful nation in the path of rectitude and honor. And so I appeal to you in your deliberations to regard principles as well as policies; to observe the rules of equity as well as the considerations of business; to look upon

PRESIDENT WILCOX: I take great pleasure in introducing General John W. Noble of Missouri, father of the Department of Commerce and Labor, former Secretary of the Interior. (Applause.)

GENERAL NOBLE:

RESPONSE OF HON. JOHN W. NOBLE.

Mr. President and Members of the Convention—I feel embarrassed to appear in the place of my distinguished fellow-citizen, who we thought would be present this morning, the father of the great Exposition at St. Louis, Hon. David R. Francis. He would have filled this place well. As your First Vice-President, I have to thank you for the honor you have conferred on me at St. Louis, and to signify my great interest in this Congress at all times and places, a part of which I have endeavored to express by traveling four days and nights, with a delay of fourteen hours, to be among you this morning. You will allow me, instead of making a set speech—which possibly I may do later, as I believe the President has assigned me a text on some other day—to tell you a reminiscence. When I was twenty-four years old, I had already endeavored to make my way in life and was not succeeding very rapidly, in the State of Missouri and not wanting to live on others, I determined to go to Puget Sound. I studied the grand round of the Columbia River, and I knew then probably more than I do now—as much at least—because I had learned about The Dalles and the Cascades and Puget Sound, and a little town called Steilacoom. I made a map of this country, got the money, packed my trunk and was about to start, and would have been one of your pioneers, when some friends induced me to go to the State of Iowa, the town of Keokuk. There I went, and as they say in Kansas nowadays, “I struck oil,” got side-switched, and never came to Portland until now. Allow me to say, however, that my interest in this western country has not awakened just at this time. It was my position under General Harrison’s administration, to have the governors and secretaries of the territories of North Dakota, South Dakota, Idaho, Wyoming and Washington interested in me, because their appointment depended somewhat on the office I then held. I saw our states move westward from the Mississippi and the Missouri Rivers to the great Pacific, making the bulwark stronger and the prow sharper to move on with our commerce and influence to the regions of the Orient. I, too, am a Union man. I love to think what our country is as a unit, as one great force with one grand thought, the elevation, prosperity and power of the American people. I love to reflect that within my time I have traveled those plains where the buffalo spread beyond the limit of the eye’s sight. Within the last few days I have seen the harvesters spreading over the great desert, and been amazed at seeing the wheat and alfalfa coming nearly to the Rockies. To be sure, some of the corn, as one man was bragging about the corn in Missouri being so high you could not reach it on horseback, is not quite so high as that, for the other man from the State of Idaho said: “Well, it is the same in my state, but it is so low down that you can’t reach it on horseback.” (Laughter.) However, it led me to reflect what mighty power, resources and intelligence there is already developed, and still more to come. I remember of being in California two years ago, and looking upon the Pacific and the Golden Gate, it seemed to me that I was on the prow of a great ship, her cargo the wealth of the field, the mine, the manufactory, with a passenger list of intelligence, morality and thought, and that her power was beating rhythmically as she was destined for the East, conquering not

by cannon and shot, not by destruction and lust for empire, but by the beneficent influences that our civilization confers and as we believe, our religion will come to make them better and bearing them the flag of a great Republic, the hope of humanity. (Great applause.)

PRESIDENT WILCOX: I am pleased to find in the audience Governor Prince of New Mexico, and I take great pleasure in introducing him. (Applause.)

GOVERNOR PRINCE:

RESPONSE OF HON. L. BRADFORD PRINCE.

Mr. President—To make reply to gracious words of welcome is always a pleasant thing. It has fallen to me on many of those occasions to be called on to make such a reply, but never more heartily and earnestly than in this City of Portland. If this were to be a sermon instead of a very brief talk of a desultory nature I would choose for it two texts, one from the New Testament and one from the Old one, that exclamation of the disciples on the Mount of Glory, "It is good to be here"; and the other from the Old Testament, when the Queen of Sheba said to Solomon, "The half hath not been told of me." (Great applause.) For what a wonderful land you have in this Northwest! As one passes through it on the railroad or steamboat, what does he see? What man has been able to do in the course of comparatively few years in turning, that, which was forest and desert, into fruitful plain and orchard. Not only on land but on the sea, in commerce as well as in agriculture and horticulture. If I might be allowed one moment of reminiscence, as was my friend, the former Secretary of the Interior, I would say that it was a source of renewed sorrow to me that I made the mistake of my life more than a quarter of a century ago when I was offered the governorship of the only then remaining territory in what was a part of old Oregon, when I declined it from mistake and misapprehension, and consequently have not been a resident of this part of the country ever since. (Great applause and laughter.) It was a turning point and the mistake of my life, and I recognize it, and I never was so regretful about it as I was yesterday and the day before when I traveled through this part of the country. (Great applause.)

I was greatly interested, Mr. President, in rereading, as I did then, this old volume of the reports of Lewis and Clark. The volume itself, thumbled and torn as it came to me through my father, from my grandfather who owned it first, for in those days they did not have so many books and so they read and reread them; but I could not but be struck by the contrast between that which was described and that which I saw. This volume is taken up in more than two-thirds of its pages by a description of the Indian tribes, and the curiosity and peculiarities of their manners and customs, then almost unknown to the Eastern American people. I thought of the amazement of those captains and of their followers if they could have been with me yesterday; of the new things they would have seen; of the railroad train which so swiftly brought us across those mountains which they traveled with danger and hardship; of the beautiful steamboats on this river which they descended with so much difficulty and trouble. If they could have seen the railroad which was unknown in their day, the steamboat, which was unknown; the telegraph; if they could have been met at the station by an automobile, that they never heard of; if they could have telephoned to a hotel by means which they never dreamed of; if in that hotel they

could have been carried up on an elevator to a height which they never imagined, except as the height of a mountain, what amazement would have been theirs, and yet this contrast is the work of comparatively few years of American enterprise and industry. I wish to quote—for I have not seen it quoted anywhere in connection with this Exposition or this anniversary—two lines in the beginning of the report of Captain Lewis: “The great object of our expedition was to aid commerce and population.” Those words ought to be written in letters of gold, it seems to me, over the entrance to this Exposition. “The great object of our expedition was to aid commerce and population.” How wonderfully that has been exemplified in this brief period that has passed.

And of the Exposition itself, from whose chief we have had words of welcome, what is to be said of that? I say to you, Mr. President and ladies and gentlemen, in confidence that while I believe I am not the oldest man in the United States, I believe that there were others who lived in the fifties; so far as I know, I am the only man now living who is willing to say that he has been at every Exposition that ever took place in the United States, including the Crystal Palace in New York. But I was there, and I remember it better than I do any of the newer ones, just as we recollect those things which we saw in our boyhood. The Crystal Palace in New York, the Exposition in Philadelphia, the one in Chicago, the Mid-Winter at San Francisco, the one at Omaha, the one at Buffalo—I have seen them all—but among them all, while this is not the largest, and does not pretend to be, yet there never has been one more perfect in its detail or more beautiful in its arrangement. (Great applause.) Not only the people of Portland, but the whole people of the Pacific slope have reason to be proud of it. For myself, I am only afraid of its too great fascination. I believe it will be the destruction of this year, practically of this Congress. You gentlemen of the Exposition have already shown what you can do. A year ago you sent representatives to this Congress at St. Louis and you got it to vote to come here this year, although every man who voted knew that to go to a city where there was an Exposition was a detriment to the Congress itself. You have hypnotized the members of the Executive Committee who have been here, so that they have recommended in their report that we should have only one session a day, although every one of them knew perfectly well that we needed three sessions a day in order to get through with our business, and I fear now that we are on the ground that you will so charm us all that by tomorrow morning when we meet, the Trans-Mississippi Commercial Congress will be willing unanimously to adjourn so that the best use they can make of their time is simply to go and view the Exposition. (Laughter and applause.)

PRESIDENT WILCOX: The Secretary has given me permission to call on Mr. John E. Frost of Kansas for a few words. (Applause.)

MR. FROST:

RESPONSE OF HON. JOHN E. FROST.

Mr President, Gentlemen of the Congress, and Ladies and Gentlemen— It is a matter of considerable embarrassment to me to be called to speak to you after the eloquence to which I have listened. I had not the remotest idea that I was expected to say anything upon this occasion. It has been a great pleasure to listen to the words of welcome which

have been extended to us, and to the eloquent responses. I can add little to what has been said, but I want you to understand the interest which Kansas takes in the Trans-Mississippi Commercial Congress. I think it was in 1888 that the question of making the deep water harbor upon the Gulf of Mexico was one of great moment to the people of the Southwest. The people of Kansas felt deeply interested in it, and after thinking the matter over we decided the thing to do was to call a convention to further that movement. We accordingly called the convention, which was known as the Deep Harbor Convention, which met in Topeka. As a result of that convention the movement received great encouragement, and appropriations which were in a measure commensurate to the occasion were secured from Congress, and that convention gave birth to the Trans-Mississippi Commercial Congress, of which this is the sixteenth anniversary, so we feel deeply interested in this Congress and are glad to be represented here. I hope, notwithstanding what my friend, Governor Prince, has suggested, that while I was present at the birth of the Trans-Mississippi Commercial Congress in Topeka, I shall not be present at its funeral in Portland. (Great applause.)

PRESIDENT WILCOX: We would like to have had Governor Brady of Alaska with us today, but the Secretary has a telegram from him which he will read.

SECRETARY FRANCIS read the following telegram:

Sitka, Alaska, Aug. 14, 1905.

Theodore B. Wilcox, President Trans-Mississippi Commercial Congress,
Portland, Oregon:

Alaska sends greeting to the Trans-Mississippi Commercial Congress. A large part of Alaska is good for homes, and those who are anxious to build them should be encouraged by the United States Congress to come here. Legislation favorable to schools, postal routes, railroad construction, telegraph and cable extension will be in line of proper encouragement. We are now enjoying what General Greely and his corps have already accomplished and it helps us wonderfully.

JOHN G. BRADY,
Governor of Alaska.

Also the following letter from General Greely, who is now in Alaska:

WAR DEPARTMENT—SIGNAL CORPS U. S. ARMY.

OFFICE OFFICER IN CHARGE ALASKAN CABLE AND TELERGRAPH SYSTEM.
Seattle, Wash., July 8, 1905.

Mr. Arthur F. Francis, Secretary Portland, Oregon:

Dear Sir—I have to acknowledge your courteous invitation on behalf of your President, Mr. Theo. B. Wilcox, and the Executive Committee of the Trans-Mississippi Commercial Congress, to attend its meetings in Portland from August 16th to 19th, and to address its delegates upon Alaska.

It is an indication of foresight of your President and Executive Committee that emphasis has been given the great and almost undeveloped Territory of Alaska. Few realize the magnitude of the com-

mercial relations of Alaska or of its possibilities in the immediate future. It suffices to call attention to the fact that the entire volume of trade in and out of Alaska approximates thirty million annually, and this presents aspects of importance to the intelligent and enterprising business men of whom the Trans-Mississippi Commercial Congress is composed.

Your truly,

A. W. GREELY,

Brigadier-General, U. S. Army, Chief Signal Officer.

SECRETARY FRANCIS: If the President will permit I would call the attention of the delegates to the fact that each state should get together during the afternoon and perfect their organization and select two members of the Committee on Resolutions, one on the Executive Committee to serve two years, one on permanent organization, and also a Vice President to serve during the following year. These names should be handed in tomorrow morning upon the call of states.

PRESIDENT WILCOX: The delegates have heard the announcement of the Secretary. If there is no further business the Congress stands adjourned until 9:30 tomorrow morning.

SECOND DAY

AUDITORIUM, LEWIS AND CLARK EXPOSITION GROUNDS,

AUGUST 17, 9:30 O'CLOCK A. M.

The Congress was called to order by General John W. Noble, First Vice President.

GENERAL NOBLE: Gentlemen, inasmuch as the President of the Congress will participate in the proceedings today, he has assigned to me the duty as your First Vice President of presiding. With your kind assistance I will endeavor to perform the duties of the office. I want to say just one word before we proceed. I think this Congress is about to be one of the most important and influential of any of the Congresses that are being held in our country, for two reasons: One is that the questions which are coming before you and before the American people at this time are not only comparatively new as compared with the questions which have agitated the economic and political world in our country, but they are to work an immense influence upon the immediate future of our country. These questions I need not enumerate; they are in your own minds. The second reason is that of a number of conventions, both of this Congress and the opportunity I had in St. Louis last year of seeing the men who came to discuss different questions in different congresses, I feel that in this body of men—and I speak not in compliment—there is that exhibition of intelligence, strength, courage, and patriotism that will go far not merely to discuss, but to decide these questions so far as this Congress is concerned, with intelligence, justice, and for the public welfare. (Applause.) The first business in order this morning is the call of states and the reports of delegations to be made therefrom.

GOVERNOR PRINCE: As this is the first business that has been announced, I have a matter which I desire to bring before the call. The call includes the name of a vice president from each state and the members of the committees. In the Constitution and Rules, as they are printed, these having been made up from resolutions passed at different times, there is an incongruity; because in the statement under the head of officers it says the state vice presidents are to be named by the President of the Congress, and not by the states and territories; but in another section they are to be named by the states and territories as they always have been, and therefore, with the

concurrence of the Chairman of the Executive Committee, I offer an amendment to the section on officers in order to avoid that difficulty so that it shall read as follows: "The officers of the Congress shall be a President, four Vice Presidents at large, a Secretary and Treasurer to be elected by the Congress at each session, and to hold office until their successors are elected, and a Vice President from each state and territory to be elected as hereafter provided. There shall be a standing executive committee, consisting of two members from each state and territory, and seven general officers and an advisory board of five members to be consulted by the officers and executive committee." I offer that as an amendment.

The motion was seconded.

GENERAL NOBLE: I understand that motion to mean that owing to an ambiguity in the Constitution, it is the expression of opinions and sentiment of this body that by way of amendment this interpretation shall be in favor of the larger way of selecting the vice presidents, namely, through the Congress and not through the President. That being the interpretation I put upon the motion, I suppose the vote being an amendment to the Constitution ought to be by states and territories upon a call. The Secretary, however, suggests to me that owing to the early time in the morning at which this is heard that we have the vote take viva voce, and if there is no objection, we will take it in that way. I feel more at liberty to do that because I look upon it merely as an interpretation of the existing Constitution.

Whereupon the motion was put to a vote and unanimously carried.

The call of states and territories was then made by the Secretary, with the following result:

COMMITTEE ON RESOLUTIONS.

ARIZONA

Ramon Soto.

J. C. Goodwin.

CALIFORNIA.

Scipio Craig.

E. H. Benjamin.

COLORADO.

James F. Callbreath, Jr.

Geo. W. Schneider.

IOWA.

C. F. Saylor.

H. M. Stone.

IDAHO.

Geo. W. Tannahill.

J. H. Richards.

KANSAS.

Sam Kimbal.

J. B. Case.

MINNESOTA.

W. R. Edwards.

H. E. Hastings.

MONTANA.

Chas. Wegner.

MISSOURI.

Fred W. Fleming.

H. B. Topping.

NEBRASKA.

A. C. Smith.

C. B. Porter.

NEW MEXICO.

L. B. Prince.

G. R. Engledow.

NORTH DAKOTA.

E. A. Williams.

W. H. Robinson.

TEXAS.

E. A. Hawkins, Jr.

Edw. F. Harris.

UTAH.

Jos. Stamford.

John Henry Smith.

WASHINGTON.

Miles Moore.

A. L. Black.

COMMITTEE ON PERMANENT ORGANIZATION.

ARIZONA.

Miss Lucy T. Ellis.

CALIFORNIA.

J. E. Raker.

COLORADO.

J. B. Melville.

IOWA.

C. L. Early.

IDAHO.

M. E. Lewis.

KANSAS.

A. J. White.

MINNESOTA.

John Kingsley.

MISSOURI.

E. E. Yates.

NEW MEXICO.

L. B. Prince.

NORTH DAKOTA.

John F. Wallace.

OREGON.

Tom Richardson.

TEXAS.

M. W. Stanton.

UTAH.

John R. Barnes.

WASHINGTON.

Joseph Shippen.

HONORARY VICE-PRESIDENTS.

Alaska—William A. Kelly, Sitka.
 Arkansas—C. C. Reid, Morrilton.
 Arizona—Walter Talbot, Phoenix.
 California—E. H. Benjamin, San Francisco.
 Colorado—Mitchell Benedict, Denver.
 Iowa—J. L. Kamrar, Webster City.
 Idaho—John B. Morris, Lewiston.
 Indian Territory—Henry J. Keller, South McAlester.
 Kansas—John E. Frost, Topeka.
 Louisiana—J. S. Dixon, Natchitoches.
 Minnesota—H. E. Hutchings, St. Paul.
 Montana—David G. Browne, Fort Benton.
 Missouri—Hon. John W. Noble, St. Louis.
 Nebraska—Henry T. Clarke, Omaha.
 Nevada—E. L. Williams, Reno.
 New Mexico—G. R. Engledow, Raton.
 North Dakota—N. G. Larimore, Larimore.
 Oklahoma—C. G. Jones, Oklahoma City.
 Oregon—E. L. Smith, Hood River.
 South Dakota—Wesley A. Stuart, Sturgis.
 Texas—D. D. Peden, Houston.
 Utah—Wm. N. Williams, Salt Lake City.
 Washington—Hon. Albert H. Mead, Olympia.
 Wyoming—Fennimore Chatterton, Cheyenne.

EXECUTIVE COMMITTEE.

Alaska—R. H. Kemp, Skagway.
Arkansas—Geo. R. Brown, Little Rock.
Arizona—J. W. Benham, Phoenix.
California—Rufus P. Jennings, San Francisco.
Colorado—Arthur F. Francis, Cripple Creek.
Iowa—E. H. Hunter, Des Moines.
Idaho—J. R. Good, Boise.
Indian Territory—J. G. Rucker, Claremore.
Kansas—E. E. Hoffman, Leavenworth.
Louisiana—H. M. Mayo, New Orleans.
Minnesota—John Kingsley, St. Paul.
Montana—Herbert Strain, Great Falls.
Missouri—Fred W. Fleming, Kansas City.
Nebraska—C. B. Anderson, Crete.
Nevada—A. H. Manning, Reno.
New Mexico—G. R. Engledow, Raton.
North Dakota—W. N. Steele, Rolla.
Oklahoma—J. H. Johnston, Oklahoma City.
Oregon—Tom Richardson, Portland.
South Dakota—Homer Johnson, Armour.
Texas—T. S. Reed, Beaumont.
Utah—Geo. Romney, Salt Lake City.
Washington—J. R. Stevenson, Pomeroy.
Wyoming—W. J. Thom, Buffalo.
T. P. A.—C. W. Ransom, Portland, Oregon.
U. C. T.—Wat R. Sheldon, Denver, Colorado.

GOVERNOR PRINCE: In connection with the matter which came up a little while ago, I will state that an examination of the rules discloses several matters of ambiguity, and I move that a committee of five be appointed to report to this body during its session such amendments to the rules as seem to be necessary to make them harmonious.

The motion was seconded and duly carried.

The Chair stated that he would announce the appointment of this committee at a subsequent time.

GENERAL NOBLE: I have the pleasure now to introduce to the Congress Major W. C. Langfitt of the Corps of United States Engineers of the United States Army, with whom you are all acquainted by reputation, and many of you by personal acquaintance on the Pacific Coast, whose labors you appreciate, and who has been appreciated by the government so that he has been recognized as worthy of advancement, who will deliver us an address upon the Columbia river. (Applause.)

MAJOR W. C. LANGFITT thereupon addressed the Congress as follows:

ADDRESS OF MAJOR W. C. LANGFITT ON "COLUMBIA RIVER."

The subject of this paper, as just announced, is a large one, too large to be covered in the time at my disposal, and this, together with my lack of preparedness, is my apology for lack of sequence and incompleteness.

The Columbia River is the second largest river in the United States; it is the largest river along the whole Pacific Coast, and is in fact, one of the great rivers of the world. Its drainage area is approximately 245,000 square miles, and its discharge varies from over 50,000 cubic feet per second to 1,500,000 cubic feet per second or more. The Cascade range of mountains divides the drainage basin into two parts of which it is estimated that the part lying to the eastward of these mountains contains 185,000 square miles. This portion embraces the great inland empire, the fertile wheat lands of Eastern Oregon, Eastern Washington and Idaho.

The natural outlet for the products of the greater portion of this empire is down the Columbia River to the sea and thence to the markets of the world. Unfortunately in its natural state there existed several complete barriers to ordinary river navigation between the eastern and western portions of the drainage area.

BARRIER TO NAVIGATION.

These were the cascades of the Columbia, fifty-five miles above the confluence of the Willamette and Columbia; the falls and rapids in the thirteen miles between The Dalles, forty-five miles above the cascades, and Celilo; Priest rapids, 190 miles above Celilo, and farther up are other obstructions not necessary to mention here.

The Snake River joins the Columbia 228 miles above the mouth of the Willamette and seventy-three miles below Priest rapids. This river is navigable at all but the lower stages and can be improved with comparative ease. It reaches a large portion of the wheat and fruit lands of the eastern area already mentioned. The Columbia between Celilo falls and the Snake needs also but a relatively small amount of work to render it easily navigable for river boats. The stretch of thirteen miles between The Dalles and Celilo is now under improvement, work on Three-Mile rapids having been prosecuted last season and to be completed this year. The first contract has been let for beginning construction of The Dalles-Celilo canal, which will pass river boats around the Five-Mile, Ten-Mile rapids and Celilo falls, overcoming at low water a total fall of eighty-one feet in eight miles.

IMPROVEMENT OF RIVERS.

A canal has already been nearly completed to overcome the cascades and has been in operation since 1896. Two lines of river steamers ply regularly between Portland and The Dalles.

Portland lies on the banks of the Willamette River, twelve miles above its confluence with the Columbia and 110 miles from the sea. Aside from other natural physical advantages of its site, the growth of Portland is accounted for in large part by the fact that it is located in the very fertile valley of the Willamette and at that point to which in early days the small seagoing vessels of that date could ascend. As the size of vessels increased, the need of improvement in the channel

between Portland and the sea became imperative and early operations were confined to work on the Willamette and Columbia Rivers below Portland—the work being officially known as “improvement of the Columbia and lower Willamette Rivers below Portland, Oregon,” and does not include the “improvement of the mouth of the Columbia River, Oregon and Washington.” The work on “the Columbia and lower Willamette,” this is to say, on the river channel, has continued intermittently as funds were made available until now, with the aid of annual dredging, a navigable channel twenty-four feet in depth at low water is maintained from the lower end of Portland harbor to the head of the estuary of the river.

DREDGING EVERY YEAR.

At low water in the river a tidal range of two feet and over exists at Portland, the range increasing down the river to about seven feet at the head of the estuary. The amount of dredging required to obtain these results above given is quite large, but this would be immaterial were it not for the fact that every year requires going over the same ground. As a matter of fact, there has been nothing done in way of permanent work to reduce this necessity of annual dredging in the last twelve or more years, the funds available being sufficient only for the temporary work of each year. The permanent work previously done was totally insufficient, though effective where well placed.

As an indication of the necessity of permanent work, the fact may be stated that one dredge is continually employed in the estuary to maintain a low water depth of twenty to twenty-two feet, but as in the estuary the tidal range averages almost seven feet, by using high water any vessel that can use the river above can cross the estuary. As a further indication of the need of permanent works, it may be stated that during the fiscal year ending June 30, 1905, the total amount dredged in maintaining the existing channel from Portland to the mouth was practically 2,000,000 cubic yards, and that past experience shows that to maintain the present status this amount more or less must be removed annually.

PERMANENT WORK ESSENTIAL.

It sometimes unavoidably happens that the dredging cannot keep pace with the falling river after the June floods, and several shoals need dredging at once, causing delays to shipping. By properly designed permanent works, much of this annual dredging could be eliminated and the places where dredging would be required reduced in number. A combination of permanent works with a consequent minimum of annual work of maintenance by dredging is essential. The estimated cost of this improvement is approximately \$2,750,000, and it should be made available in such manner that work can be steadily and vigorously pushed without stoppage for lack of funds. The fact that with small appropriations recurring only every two years no permanent and sufficient channel can be obtained is evident, and I wish to state here that even the moderate results in the way of channel improvement already obtained would not have been possible with funds appropriated by the general government alone. The City of Portland, through its Port of Portland commission, has most generously aided in the work, both by constructing large modern dredges and by operating them and by construction of some permanent work.

The total expenditures of the Port of Portland have exceeded \$1,500,000, while the total expenditures made and authorized by the general government have aggregated but \$2,000,000 since 1866.

The amount of seagoing commerce using the river has increased from 436,192 tons in 1895 to 778,328 tons in 1904. The belief, with

strong basis of fact for its support, is held by many that this development will continue and, further, that the completion of the works for obtaining an open river through the construction of The Dalles-Celilo canal, already spoken of, will give a still more marked impetus to seagoing trade.

The bar at the entrance of the Columbia River has always been troublesome, even to the smaller vessels of earlier days. The channel across it has continually shifted in position, the depth has varied within comparatively wide limits and, owing to its exposure, the crossing during a large part of the year is always very rough. This roughness necessitates reduction in the loaded draft of the vessels that can be taken across the bar by varying amounts-up to several feet, depending on the state of the bar or during the fall and winter months, the most active shipping season, involves much delay to loaded vessels awaiting the rare occasions of smooth water.

BAR RESTRAINT TO COMMERCE.

The small natural depth on the bar, together with the conditions just cited, has limited the size of vessels frequenting this port, has prevented general development, increased the cost of freights, and has caused much commerce, naturally tributary to this outlet, to seek other ports.

Before 1885 various plans were considered for improving the channel, and finally in that year work was begun on a jetty to extend out from Point Adams (Fort Stevens) on the southerly side of the entrance to a point about three miles south of Cape Disappointment. This jetty was completed in 1895 and a channel thirty-one feet in depth temporarily resulted. The depth in 1885 was but twenty feet. The jetty as constructed was four and a quarter miles in length and practically advanced and extended the southerly side of the entrance so as to bring it abreast of the northerly side. Such action, while perhaps a necessary preliminary to complete improvement, could not in the light of further experience be expected to produce permanent results. Accordingly the thirty-one-foot channel began to shoal and vary in position and again became very unsatisfactory, the depth reducing in 1903 to as low as twenty-one feet at mean lower low water.

CONGRESS MADE EXAMINATION.

Meanwhile the shoaling that had occurred in 1896, 1897 and 1898 led to the belief that further work was necessary, and in 1899 Congress ordered a further survey and examination with plans and estimates of cost looking to a channel forty feet deep at mean lower low water. This work was done and provided for a three-mile extension of the south jetty as already constructed. Before adopting this plan Congress required a review thereof by a board of engineers with a view to decreasing the cost, if possible. The board reduced the length of the projected extension of the south jetty to two and a half miles, to be carried out on a slightly different line, and recommended the trial of a seagoing suction dredge for temporary relief, and further stated that while it was hoped that the extension of the existing jetty alone would produce the desired results, it might not prove so, and in this event advised that a second or north jetty would be necessary.

A trial of a seagoing dredge was made, but owing to local conditions the results were not considered commensurate with the cost of operation, and the dredge was accordingly tied up until conditions should become more favorable for its use.

BENEFITS WILL BE GREAT.

Work has proceeded on the extension of the south jetty as recommended by the board and is now being vigorously prosecuted. In order to complete it, however, the sum of \$850,000 is needed in addition to the \$300,000 authorized but not appropriated by the last session of Congress. The necessity of this improvement is almost self-evident. There is now but twenty-three feet at mean lower low water on the bar. Vessels are increasing in draft each year and the delays caused by lack of depth and roughness of bar, and which would be largely reduced by deeper channel, prevent these large carriers from frequenting this port.

The amount of commerce at present affected has already been given in considering the ship channel from Portland to the mouth. The funds desired are small compared with the benefits to be derived and are equally so when compared with appropriations for other somewhat similar ports. Thus the total appropriations for the Columbia River entrance to July 1, 1905, aggregated only \$4,425,745.81, while those for Mobile bar and harbor aggregated \$5,047,647.60, Savannah bar and harbor \$7,599,973.05 and Galveston bar and harbor \$9,739,129.66.

That work on the jetty should proceed without stoppage is most important, both from the standpoint of early results as well as from that of economy, and it is hoped that funds will soon be forthcoming for the reason that money now available or authorized will be expended by the end of the calendar year. (Applause.)

GENERAL NOBLE: The next speaker needs no introduction to you; our esteemed President, Theodore B. Wilcox of Portland, will now address you on Oriental trade. (Applause.)

MR. THEODORE B. WILCOX thereupon addressed the convention as follows:

ADDRESS OF MR. THEO. B. WILCOX ON "ORIENTAL TRADE."

Mr. Chairman, Ladies and Gentlemen—I am invited to speak here today on "Oriental Trade," because for eighteen years past I have taken part in its growth and development, and while I know that from our Atlantic ports large quantities of American products are shipped to the Orient by way of the Suez Canal, and around Cape Horn, I have been more interested in establishing better markets for the products of the Pacific Coast, and transportation for other American products through our Pacific ports, and it is from this standpoint I shall speak.

I pass over the period of early Oriental trading, when merchants fitted out vessels in New York and London with ventures of American and European goods, and went bargaining through the various ports for Oriental products, in charge of the old-time supercargo, although even then, a century ago, Oriental trade had its attractions and its possibilities. Not until 1867, and in view of the completion of the first railroad across the American continent, was there established a steamer service across the Pacific. Small carriers—slow and infrequent—but during the following twenty years the trade grew to a fleet of several steamers, with a total carrying capacity of some 30,000 tons. In 1887 the Canadian Pacific Railway established the Empress line from Vancouver; in 1889 the Union Pacific a line from Portland; in 1890 the Northern Pacific a line from Tacoma, and in 1896 the Great Northern Railway established a line from Seattle. These various steamship lines have been increased from time to time with more and larger steamers,

many of them of the largest and finest types afloat, until the carrying capacity of the fleet now employed is more than 300,000 tons, exclusive of lumber carriers. This will show you the growth of the Oriental trade from Pacific ports better than any other statistics could do.

The deadweight base of nearly all of these cargoes has been flour, made from wheat grown on the Pacific Coast. Now it is not an easy thing to turn a people like the Chinese, who have followed the same customs for centuries, to new articles of food. Their accustomed diet is rice, and long before Confucius established the religion of the empire, the Chinese had adopted the same articles of food that have sufficed for centuries past. The establishment of a flour trade with such people has necessarily been slow and an educational process. But in catering in every way to their oftentimes seemingly peculiar notions of what they want and how they want it, much, however, like the buyers in other countries, an annual trade of 150,000 tons—six million bags of flour, and requiring seven million bushels of wheat—has been built up with China alone. This trade has, however, suffered during the past year. Owing to the high prices of wheat in America, the active competition of Australia and other causes, it has fallen off nearly one-third, whether temporarily or otherwise remains to be seen.

With Japan it has been different. Beginning the import of flour in quantities only in 1897, this trade has grown rapidly, and though it has been fostered and cultivated but half the time, it already equals the volume marketable in China, and while doubtless some of it supplies the requirements of the war at present, the growth of the trade and the manner of its growth, point to a constantly increasing volume. The Japanese have already realized that wheaten foodstuffs as employed by other peoples make for a better physical manhood, and that strength of bone and muscle begets a higher mental development. Eventually, we are told, much of the cereal foods of both China and Japan will come from Manchuria. But Manchuria will remain a part of China, and be but slowly colonized by Japan, and its production of wheat will not overtake the demand already established, for many years to come. But the rapidly increasing population of the United States, and especially of the Pacific Coast States, make it very problematical what our surplus wheat crop may be, long before China and Japan produce their own supply in Manchuria. The total exportable surplus of the Pacific Coast at present would feed but ten or twelve millions of people, as we use flour. From this must be deducted the increasing requirements of Central and South America and the Pacific islands; and unless our wheat production increases more rapidly than our increasing population may require, the limit of our ability to feed the Orient will soon be reached, and they must look to Australia, to the territory east of the Rockies, to Manitoba or to Manchuria. Meanwhile the fact remains that the development of the Oriental flour trade has taken approximately one-third to one-half of the surplus wheat of the Pacific coast at prices above an European basis, at prices which have been remunerative to the producer, and at prices which have advanced the value of farm lands in ten years from \$10.00 per acre to \$40.00 and \$50.00, and even more. It is not a great matter in bushels or dollars, compared with millions of Atlantic or gulf exports, but it is enough to bring prosperity and happiness to the thousands of Pacific coast farmers.

The demands of the Orient for American cotton goods is not new, but it has grown in volume until for the year ending June 30 last the total value of our exports was nearly \$30,000,000, of which China alone took \$28,000,000—a pretty fair amount of money from people working for six to fifteen cents per day.

With the close of the war between China and Japan in 1894, Japan took up more extensively the manufacture of cotton goods—for her own

people and for Chinese and Corean markets. To produce goods that would compete with American goods, she wanted American long-fibered cotton to mix with the cheaper grades of India and China, and her purchases of American cotton in 1904 amounted to 315,000 bales, valued at \$17,000,000—not a great trade in volume, nor a great part of our cotton crop, but great enough, with the requirements for manufactured cotton sent to the Orient, to remove the surplus and reduce the supply below the usual demand, with higher prices and greater prosperity throughout the south.

The demand for American lumber has amounted in the past year to 55,000,000 feet, valued at \$600,000—not a large part of the total output of the northwestern mills, amounting to some 4,000,000,000 feet, but a thriving, profitable and growing trade.

There is a long list of American products sent to Oriental markets—clocks, watches, typewriters, bicycles, sewing machines, locomotives and other machinery, nails, leather, copper, tobacco and oil. In all these articles your American merchant and manufacturer has spent time and money educating the Oriental buyer in their various uses, creating a want and then filling it. The trade in no one of these articles is great, but in the aggregate our exports total some twelve to fifteen million dollars per month—not much when compared with the enormous total of American exports; but the building up of this Oriental trade has been the hope and the early future growth of the Pacific coast, and the southern cotton grower and the eastern manufacturer have not been unmindful of its possibilities.

It is estimated that there are in those portions of China readily accessible to trade relations, somewhere near four hundred million people, more than all the United States and Western Europe combined, but with little or no purchasing power, which is, in fact, the keynote to the slow progress that has been made in the development of the trade. With the ending of the present war and the settlement of the political status of China, there will be an influx of foreign capital to build and equip railroads and waterways, mines will be operated, factories will spring up, trade and commerce will be done on modern lines, labor will be in demand at advancing rates, and the purchasing power will rapidly increase, as it has done in Japan since her awakening, and will continue to do, as she establishes and maintains herself as one of the great nations of the earth. What man can measure the possibilities of trade with the Orient, or even of China alone, during even the next ten years? Other nations than ours are alert to its possibilities, and its development is not for us alone, nor are its fruits. England has her Hong Kong, France her Saigon and Amoy, and Germany has planted herself on the Shan Tung peninsula. We have planted ourselves on the Pacific coast, and in the Philippine islands, from which somewhat remote bases the lamented John Hay has tried to hold open the door to this Pandora of trade, while the underlings of the government, the petty office-holder and hanger-on have subjected Chinese merchants, students and travelers of high character, and for whose proper and courteous treatment our treaty stipulates and our national honor demands, to humiliating and physically uncomfortable treatment, of such character and frequency that Chinese of the privileged class, men of importance and influence in their communities, have returned home and spread abroad among their people that we are violators of international courtesy, faithless to our treaty obligations, and naught but western barbarians, unfit and unworthy of even commercial cultivation. (Applause.)

But further than this we have given to other nations, to our competitors for this trade with China, such a weapon against us as will prove our undoing, if not quickly destroyed. We have been guilty of

such offenses against a friendly nation, against a buyer of our products, that we may look for sharp retaliation, possibly instigated by competing nations, possibly only the turning of the worm. Already from Shanghai, the center of foreign influences, comes the boycott of not only American goods, but of American vessels, and doubtless of Americans themselves. But I want to say here that the boycott is a two-edged sword, and agitation against Americans may not stop with the American in a land where all foreigners are "devils." Whether a boycott of American goods and American people by the Chinese merchants combined in the guilds or chambers of commerce may or may not meet with the approval of the Chinese government, is immaterial. Gentlemen will tell you that China must have American products, but there is nothing now supplied by us which cannot be procured from other sources. The Chinese government cannot force her merchants to buy American goods, and while the attitude remains as it is, and if a general boycott be established, Australia will furnish the flour, India the cotton, British Columbia the lumber, and European nations the balance of their requirements. Causes which lead to such interference with trade may be removed, but a trade once interfered with by such causes can only be regained, if at all, by long years of work and sacrifice of profits.

The situation must be met and satisfied without delay. The president of the United States has undertaken to secure proper treatment at our entry ports for the privileged classes of China; but so long has this been delayed, so flagrant have been our offenses, that it is doubtful if this will now suffice to restore our proper trade relations. It may suffice with the Chinese government, but will it satisfy the Chinese merchants? Will it destroy the weapon we have given our competitors? Will it remove the boycott against American products?

I am a laboring man, born of working people. I am a believer in the right of all true and honest laborers to combine their strength to secure proper wages and conditions under which they labor. I do not hold organized labor responsible for the errors or crimes of the individual, and I have tried to do my part in upholding the dignity of labor by laboring myself, by paying good wages, by helping my employees to secure their own homes. I have befriended them in times of sickness and trouble, and I am not willing to offer any suggestion, or knowingly join in any plan which will prove a menace to the best interests of true and honest labor, but the dignity and prosperity of the American farmer, the American cotton grower and the American manufacturer must not be sacrificed or jeopardized, in the solution of the difficulties that confront us. (Prolonged applause.)

I have never employed a Chinaman except in my kitchen, but as a man who loves his country and his fellowmen, who wants to see the United States the first, the best and the greatest in all times and in all places, I say, if it shall become necessary in the negotiation of a new treaty with China, to satisfy the Chinese government, or to satisfy the Chinese merchants and remove the boycott in order to protect American trade, that we consent to the admission of a limited number of Chinese coolies, I shall favor such action to such extent as Chinese coolie labor can be employed within our domain without serious detriment to our own American laborers. Chinese coolies to perform the labor on sugar plantations are a pressing need in the Hawaiian Islands, and the prosperity of that portion of our country demands them. On the Pacific Coast there is a dearth of laborers to perform work which in their absence remains undone. There is the clearing of lands, cultivation of sugar beets, fruit raising, hop growing and common labor that will not pay the wages which white labor demands, and if it becomes a bone of contention, or a necessity to the solution of the question, I

am in favor of admitting a sufficient number of Chinese coolies to supply our own needs, and satisfy the requirements of the case. (Applause.)

In the early stages of agitation for the exclusion of the Chinese coolie, the one port of arrival and departure was San Francisco, and it was here that the Oriental first became obnoxious. But today with the five ports of entry, a limited number will be distributed over a far greater territory and be found far less offensive than formerly, and a limited number can be used to advantage. Terrifying spectacles of race riot and bloodshed, by reason of the admission of the coolie, have been held up to us by newspapers and politicians, but I question whether there have ever been cases of such disturbances of the peace in the past where the Chinaman has been the aggressor, but always the inoffensive, unoffending worker, upon whose head have been visited the vengeance of individuals, for whom I do not hold organized labor responsible; but I believe that a moderate number sufficient to cover our own necessities could be easily assimilated and absorbed in the interests that require that kind of labor, and would be of vast benefit in the growth and development of the western country. I am confident, moreover, that white labor that commands good wages would not be injured or disturbed in any way by such a course; and it is necessary today for the laborer and the politician as for serious thinking progressive men, to join in hastening a solution of the problem of protecting and maintaining American-Oriental commerce. Heedless and unjustified exclusion of the Chinese will inevitably mean the coupling with it the exclusion of Japanese. Already an organization known as the Japanese and Korean League has been formed in California for the purpose of projecting legislation that will bar from our shores even the Japanese, but there are few politicians, or even laborers, who will care to assume the responsibility of striking the first blow at this newly discovered nation, and our amicable and friendly relations with them.

It seems to me that the solution of this question lies in a revision of our immigrant laws. It is too late to raise the cry of America for Americans, but it is not too late to demand that every citizen of this Republic shall be Americans in all that the word implies, and that no other nation of the world may longer utilize the United States as a place to deport their criminals under the guise of immigration or colonization. It is high time that the gateways of international travel be closed against the undesirable element of all nations. The most pressing problem before the American nation today is not Chinese exclusion, but the exclusion of the undesirable class of every nation and every clime from the United States in the future. Paupers with the instincts of poverty and misery through generations, criminals of any sort or description, renegades and the irresponsible are not desired from any country. (Wild applause.)

Not a word of objection should be raised against any man, whatever his nationality or his race, so long as he is worthy to become a citizen of this great nation, but it is our duty as citizens of this Republic to stop the influx of elements that can never be properly fused and assimilated with true American citizenship. It is not class consideration, but a question that concerns the man with the pick and shovel, with the saw and plane, as much as the man in the counting-room, for it concerns us all equally, and our children and our children's children. Earnest, honest, far-sighted champions of the cause of laboring men have sounded the note of alarm long ago, but not until the events of recent years in industrial centers imprinted their scars did the people of the nation awake to a realization of its importance. There will be opposition to any movement of this character. Politicians have not found it prudent to uphold any radical changes in the laws affecting immigration; Atlantic steamship owners will fight to protect their traf-

fic, and although in the past the immigration question has been deemed one that the East should settle because its problems had not become of consequence to the West, the time has come when the West has a vital and immediate interest at stake, and we must get together and act, while we have a national executive great enough and broad enough and brave enough to settle our questions with the world without hesitancy or fear or favor. What shall be the qualifications to determine whether a foreigner may be admitted or not is a matter too grave and too important to decide without the most careful consideration, but I believe we should not only call upon the President to appoint an immigrant commission to investigate and report to Congress, with recommendations for a comprehensive law, stringent and studied, to cover every undesirable person from every country, but we should see to it that the members of Congress, representing thirty millions of American citizens, give their time and effort to the accomplishment of something that should have been done a score of years ago, and cannot now be too soon concluded. (Applause.)

Population is desired in states and territories of the Trans-Mississippi region, but not mere numbers or quantities irrespective of character or quality. Let the immigration laws be remodeled with a view to excluding the undesirable elements from every nation, but let them apply with equal force and effect to every nation whose people desire to join us. Let them apply alike to the hordes of Southern Europe, to Chinese and Japanese, and if the European immigrant cannot comply with their requirements, let him be excluded, and let the Chinaman or the Japanese enter or be excluded upon exactly the same terms and conditions. (Cries of "good.")

Pending such action as this, who shall cavil at the losses sustained because of a boycott on the part of China, or any other nation whose interests, individual or collective, shall stand for a moment, in the way of a course of action which shall be for our country's good and the preservation of the greatest free and enlightened form of government on earth? (Prolonged applause.)

GENERAL NOBLE: I will now introduce Mr. Barrett, present American Minister to Colombia, who will address you on a topic of great interest. (Applause.)

ADDRESS OF HON. JOHN BARRETT.

HON. JOHN BARRETT:

Mr. President, Members of the Trans-Mississippi Commercial Congress, Ladies and Gentlemen—I was almost happy when our distinguished chairman was about to pass me by, because I am sure it is a most difficult thing to rise here and address you after the most careful paper we have just heard from a gentleman who is an expert on this great question. Although it has been my privilege for a great many years to be laboring in the interest of our trade with the far East, and in that time I have heard papers from men both practical and unpractical, I do not remember of listening to one more instructive than has come from this representative man of the Northwest, Mr. Wilcox. (Great applause.)

In foreign lands and at home I have heard this question discussed in all its phases, but with such an abundance of profound ignorance that it is a great satisfaction to hear it discussed from the standpoint of practical knowledge by a practical man; and I hope that every one here will carry away with him an acute recollection of all that Mr. Wil-

cox said, and of the impartial and thorough consideration with which he treated his subject, without that spirit of enmity towards international relationship which characterizes so much of our comment today.

My friends, as a minister of you all to foreign countries, let me say that the great thing which is working for our success as a nation is the application of the principle of the golden rule; the golden rule applies to nations just as much as it applies to men and women. (Great applause.) The same laws and rules that govern the relationship of yourselves to your neighbors; the same principles and relationship that governs one city in its relations with another; one state with another state—these govern the United States in its relation with Europe, Asia, South America, with all the world, and, thank heaven, we have had within the last seven or eight years a man who has stood for that new idea in diplomacy, which has been of such benefit to us. I refer to the Hon. John Hay of lamented memory. (Great applause.) But, as he has passed away, we still have in our executive a man who has told every minister—and there are some thirty-six or thirty seven of us—that wherever we go we can understand that just as long as we tell the truth and give everybody a square deal, we will be backed up. (Great applause.)

I want to congratulate Portland on having the session of the Trans-Mississippi Commercial Congress. When I look back two years and remember how this hillside was then rough and uncouth; when I remember that this beautiful lake was a muddy slough, and when I look now and see these wonderful buildings, and in that lake the reflection of the master work of the builder and the architect, I say it is typical of the progressive growing spirit of the Northwest, and it is fitting that here should come this year the Trans-Mississippi Commercial Congress, composed of the representative, forceful men of the Trans-Mississippi country, who are banded together to advance its interests before the rest of the United States and before the world. I want to add credit to these representative men of Portland who have made this Exposition a success, because this is all in line with the spirit of Oriental trade and commerce. We can remember those who objected, who fought the project; but when I see this magnificent triumph I congratulate those who have carried it to a successful conclusion. And I think it is only fitting that some one should refer to the splendid work for the success of this Congress that has been done by the efficient Secretary, Mr. Arthur F. Francis, of Colorado. I have known of him for a long time, and I know how hard he has labored to make this meeting a success, and I think you all join with me in that sentiment. (Applause.) It is also fitting that this city should welcome you at this time, as it has entered upon a new era of prosperity and growth, largely as the result of it being one of the gateways to the Orient.

Ladies and gentlemen, in all earnestness, I say to you, and with less knowledge than many of you, and with not more knowledge than some, that the time has come which is the most critical in the development of our trade with the far East and Asia. The hour is at hand when we must decide whether our trade is to expand with legitimate and natural growth or whether it is to be limited by adverse conditions. We are at the turning of the ways, and it will be largely owing to the leadership of the Trans-Mississippi Commercial Congress whether our pathway is onward or backward, or whether we shall simply mark time and make no progress. It is so serious that I believe this Congress in discussing this question can start a realization of its seriousness all over the United States which may save us from the loss of the magnificent trade which is only in the infancy of its development when we look forward and see the Pacific Ocean about to become the center of events, of trade and commerce, and political, social and educational

development, which has never been surpassed from the Atlantic. We have at this moment a most convincing argument, a most convincing proof that we are at the turning of the ways, and that is in the Chinese boycott, to which Mr. Wilcox has referred. When, therefore,* the situation is so serious we should stop a moment as sensible men and women and consider what is the real practical value of this Trans-Pacific or Asiatic commerce, and I hope I may convince you that it is of such great importance that it is worthy of our careful consideration in every detail.

Let me call your attention to one or two general facts which are as it were, the basis of our argument. Do you realize that today there are 500,000,000 of living human beings debouching upon the waters of the Pacific across from us, whose great demand in the future for supplying what they need must come to this country if we only prepare the way, but which may go, as Mr. Wilcox has stated, to the rest of the world, if we turn our backs upon them and reject the opportunities which are before us? Think of it! Japan, with 40,000,000 of people, just realizing their possibilities; China with 400,000,000, Korea with 45,000,000, Siam with 15,000,000, the Philippines with 10,000,000, Australasia with ten or fifteen millions, and other countries facing on the Pacific with ten or fifteen millions more, until the total goes beyond 500,000,000 of human beings who are just beginning to realize what they can buy after their own internal wealth and capacity for production is developed. I will not give you false figures, nor picture to you an impossible realization; but take the actual record for the last ten years, and if there is a man or woman here who thinks for the moment that I exaggerate or am led away with dreaming, or that I am a "hair-brained diplomat," I want him or her to say so, and see if I cannot convince him or her that I am right.

Remember what the actual figures tell you. Ten years ago the commerce of the United States with Asiatic oceanic countries amounted to only \$125,000,000. I remember it very distinctly, because in those days when I first went from this grand old state as minister to Siam I know how hard it was to awaken any interest in this country in Asiatic trade. I was criticized by newspapers for my prophesies and enthusiasm; so today I look upon this progress with serene satisfaction as some justification of one who has tried to do his duty in a very humble way. (Great applause.) Ten years ago the entire foreign trade of the United States with Asia and Oceanica was only \$125,000,000. For the year ending June 30, 1905, that trade had grown to \$350,000,000, or an increase of \$225,000,000 in ten years, nearly 200 per cent, an increase unrecorded in our trade with Asiatic Europe, South America, Africa or any other part of the world. (Great applause.) And yet there are men who would throw away that enormous trade for fear one or two Chinamen or Japanese might get into this country by some mistake or other. (Applause.)

Let us analyze this trade a little further. We find that in 1895 our imports from the far East were only \$95,000,000. Now, you know that any country in order to become a great market must buy as well as sell. In 1895 our imports were \$95,000,000; last year our imports were \$188,000,000, an increase of \$93,000,000 in ten years, or 100 per cent. Here is something that will appeal to you, manufacturers, merchants and exporters. In 1895 our total exports in manufacture and agricultural products to this far eastern country was only \$30,000,000. Last year—remember this, those of you who would minimize this trade—it amounted to \$160,000,000, or an increase of 500 per cent, never known before in the history of the United States. And yet, ten years ago the San Francisco Chronicle called me "a hair-brained diplomat" because I said our commerce ought to double in ten years. If, in the last ten years we have

developed our trade \$130,000,000, why should we not in the next ten years increase it from \$160,000,000 to \$500,000,000? (Great applause.) My friends, our exports have increased three times as fast as our imports in our trade with the far East. Does not that show the value of the market? There are lots of countries where our imports have increased far more rapidly than our exports. That points to you the practical value of this trade.

Another thing: Let us notice the last five years. We find that from 1900 to 1905 the increase of our foreign trade with the far East has increased \$124,000,000, which is about 50 per cent. If you look over the increase of our trade with South America, with Canada or Asia, you will find that the increase with the Orient is far ahead of what it is with any other part of the world. Perhaps a few comparisons will illustrate this better; we often size up things by observing how they stand along with other things. We draw conclusions largely by comparison. South America today is one of the most inviting fields. Perhaps I can say that with a little measure of interest, because of having served you as minister in three different countries of South America. I believe South America has a magnificent future, and I fear we have been too long holding the mote in our own eye and the beam in the eye of criticism, when possibly we should have taken the beam out of our own eye before we said so much about the Latins. The more I see of the Latin people, the more I am convinced there is a great deal in their favor. I have never heard stories of graft, as we call it, among them. In the great City of Buenos Ayres, one of the most magnificent capitals in all the world, I never heard a suggestion of municipal graft, and it is one of the best governed cities I ever lived in. There is also that great government, the United States of South America, growing more rapidly than any other in the world except our own; there were some talks of revolution, but none of defalcations or speculation among government officials. (Great applause.) Revolution there represented in a measure the spirit of enthusiasm, a desire among the people to have good government in its administration everywhere. So, let us stop and think sometimes in this country, if we haven't a little beam in our own eye before we criticize too much. In 1895 our trade with South America was \$145,000,000. In 1905 it had grown to \$207,000,000, an increase of 62 per cent. Bear in mind, now, the figures for the corresponding time in our trade with the Orient was \$350,000,000 as against \$207,000,000 with South America, an increase of 42 per cent with South America, and an increase with Asia of over 200 per cent.

Now a word more with regard to the far eastern question. The most critical period in the history of American-Asiatic commerce would seem to be at hand. The developments of the next year will decide whether the trade of the United States with the trans-Pacific countries is to expand with legitimate and gratifying growth or to be limited by adverse conditions. Either Europe or the United States is to be the dominating influence in the foreign commerce of Asia, according as events of the following year shape themselves. This is a note of warning inspired by facts known to all students of Oriental trade. We are already face to face with a crisis that has come upon us with startling rapidity, but convincing force.

The Chinese boycott in the terms of its expounders is the culmination of influences that have been at work for years, and represents the climax of remonstrance against the failure of our people, in the opinion of the Chinese, to carry out the principles of the golden rule in dealing with Asiatics. It therefore behooves not only our commercial interests but the people at large first to consider and analyze without delay the conditions, character and importance of our commerce with Asia, and then to act accordingly.

The defenders and promoters of the Chinese boycott declare that China is asking a new deal and a square deal in her relations with the foreign world. She is awakening to a sense of her inherent rights and of her latent power. She is realizing as never before the value of her markets and the capacity of her vast population directed along advanced lines. While as a government she cannot possibly have any unkind feeling toward our government, the Chinese higher classes cannot understand why they should be treated differently from the corresponding classes of other races and nations who may wish to enter the United States.

There is no greater mistake than to think of China as a nation exclusively of coolies. She has millions of men distributed over her empire who possess intelligence, refinement and wealth.

The Chinese have a distinct racial and national pride that we are prone to overlook. It is only a question of time when China, like Japan, will startle the world with her onward movement, and yet it was only a few years ago that foreigners looked upon the Japanese as they do now upon the Chinese.

In discussing the possible dangers of Asiatic labor competition and Asiatic immigration, it is well to bear in mind that the price of labor along the whole Asiatic coast from Singapore to Yokohama has increased on an average of 25 per cent, according to quality and skill, in the last decade, and bids fair to keep on increasing proportionately during the next ten years.

As for the Chinese, in addition to our having little to fear from the just application of the present exclusion law, it should be borne in mind as a hopeful condition that the number of coolies who might wish to enter our borders or those of other countries is now largely regulated by the powerful Chinese guilds, which, for their own interests, arrange that the supply shall not exceed the legitimate demand. Furthermore, there is no doubt that if China inaugurates the material and internal development that now seems imminent, the home demand of China, supported by the natural preference of the Chinaman for his own land as a field of labor or residence, will tend to limit those who would come to the United States.

The so-called yellow peril, viewed in a practical light, can be described as a "bogey." The yellow peril may be made a yellow blessing. The more Japan has developed her own industries, resources and competing capacity with the foreign world the more has she purchased from it. Japan as a manufacturing or industrial nation has now a total trade with the United States of \$100,000,000 per annum, against one-fourth of that amount when she began her new era as a world power. Since China commenced at Shanghai and other treaty ports to foster her industrial interests her trade with the United States has grown until last year it reached, including Hongkong, the unprecedented total of \$92,000,000, which is triple what it was a decade ago.

It is illogical and unjust to predict that universal peril and danger will result from the material, social and political awakening and advancement of Asia. Along with Japan's growth in military and political prowess she is bending her energies to the betterment and enlightenment of her people. This condition will be just as characteristic of the Chinese when the movement for progress is fully inaugurated. Japan and China will purchase from abroad as they become greater manufacturing and producing nations. In other words, as our foreign trade has swelled in harmony with internal development, so will that of China and Japan, and dispel the nightmare of the yellow peril.

When we remember the amount of capital and the number of laborers that are beneficiaries of an annual trade of \$350,000,000 with Pacific countries, we must consider well and carefully any harsh measures,

methods or policies that may tend to cripple or reduce such a mighty traffic. We must determine soon whether this trade shall advance rapidly and surely to the \$1,000,000,000 mark, with corresponding employment of capital and labor, or remain stationary or sluggish with unfortunate effect on capital and labor alike. The possible results of the Chinese boycott come home to us with special emphasis in view of the fact that our exports to China are nearly twice as great as our imports from that country and the tendency of expansion must be largely in the line of export trade.

Ten years ago the total foreign commerce of the United States that went through and came into Pacific ports, like Portland, Puget Sound and San Francisco, was valued at \$76,000,000. This last year it amounted to \$165,000,000. (Great applause.)

I want to be understood before I go any further that I am not one moment reflecting upon the honesty and fairness of judgment of those who hold different views. There is in this country the right of holding opinion just as you choose and expressing it as freely as you wish. That is the glory of our institutions, and I stand as strongly as any man for the execution of our laws; but I believe those laws should not be strained until a great nation is insulted. I see no more reason why we should bend backward than that we should bend forward, and close our eyes; let us stand simply straight and give everybody a square deal; that is all we want and that is all China wants. (Great applause.) Let us rise up and exhibit to the world a white race that can stand on a pedestal and be white in the true meaning of the term, and present such an example to Asia, South America and Europe as is worthy of that splendid citizenship which this country can produce when it tries. (Great applause.) In other words, let us remember that whether there is a yellow peril or a yellow blessing in Japan and China depend largely upon the example which this nation sets to all the world. Whether Japan shall go onward, and China with her 400,000,000, and become a mighty influence for good throughout the world largely depends upon the example and influence of the American people. It is a sign of promise that we can gather together today so many thoughtful men and women carefully to consider these questions. Therefore, let us go forward with confidence; let us feel in our hearts that spirit of joy which this sunlight now brings into this room, because we have these great problems; let us look beyond ourselves, and in the same way that we are discussing these great problems in our states, cities and towns, go out to the four corners of the world and find everywhere a welcoming hand for the true American. I thank you. (Great applause.)

GENERAL NOBLE: I am sure that I but voice the sentiment of this Congress in saying that we most highly appreciate, and are very thankful to the eminent gentleman, our President, and particularly our minister to Colombia, for the eloquent and instructive argument and persuasive addresses they have given us upon the trade of the Orient. (Applause.) I now have the pleasure of introducing to you Hon. F. B. Thurber of New York, president of the United States Export Association, who will address you on the subject of "The Future Markets in the Orient."

HON. F. B. THURBER:

ADDRESS OF HON. F. B. THURBER.

Mr. President, Ladies and Gentlemen—We have had so much of fact and eloquence that it is rather difficult to tread in such shoes. I think it was Colton in his *Lacon* who said that "Reading maketh a full man, conference a ready man, writing an exact man." We have had pretty good illustrations of the full man and the ready man; but I do not know whether I shall be able to fill the bill of the exact man. However, before starting in with my paper I want to say a word about Hon. John Barrett. I have known him a good many years, and he has been one of the most useful men to the people and the commerce of the United States that we have ever had. The San Francisco editor who termed him "a hair-brained diplomat" made the biggest mistake of his life. It would perhaps be well if some of our other diplomats had a few of the qualities which Mr. Barrett possesses. (Applause.) You remember that at one time the Women's Christian Temperance Union called on President Lincoln to protest against the further continuance of General Grant as general of the army. He asked what their objection was. Why, he drinks." "Well, what does he drink?" "He drinks whisky." "Do you know what kind of whisky he drinks?" "No, Mr. President; why do you ask?" "Well," replied the President, "I would like to get a little of that same kind of whisky for some of the other Generals." (Laughter.)

What all juries want are facts upon which they can base conclusions, and therefore the great big jury of public opinion comprised in the Trans-Mississippi Commercial Congress will, I am sure, pardon me if I give you in this paper more facts and opinions of others than I do of my own.

At the same time counsel before a jury, in his opening, usually indicates what he expects to prove, and I cannot better do this than by giving you an extract from an editorial in "The Age of Steel," published in St. Louis, some years ago, entitled:

"THE CHANGING MAP OF TRADE."

"There is no fixedness in commercial supremacy. It has come and gone from one nation to another, and all the way down the page of history the bright and dark lines have had their changing alternations. They are changing now, and the sifting lines are slowly shaping the destinies of nations, young and old. Rightly or wrongly, by fair means or foul, the older nations are pushing their conquests or colonies wherever the opportunity offers, to retain their grip on commerce, by securing new markets for their surplus products.

"Commercial necessity has replaced the old lust of empire, and is really the key to the avidity with which Europe is dividing Africa as hunters do their game, and is casting its eyes over continents and oceans for commercial territory.

"It is beyond a doubt of peradventure a sober and undeniable fact that the routes of commerce are shifting from the Atlantic to the Pacific. In that direction lies the future arena of the world's struggle for commercial supremacy. A glance at the growth of populations from the western slopes of the Rockies to the sunset rim of its sea lines, and from Alaska to the Mexican border, with what it signifies of enterprise and development, we see the massing of a commercial momentum that will dot the Pacific with its ships and overlap the

fringes of Asia. The eddies of this movement will eventually spread beyond the Isthmus to the Horn, and history will run its iron pen over an opening chapter in the story of man. With Siberia intersected with Russian railways, and its areas populated; with Japan a new and potent factor in the East, and China waking out of its long slumber, to say nothing of the future of Australasia, with its persistent and aggressive race, it needs no prophet to forecast the coming change in the map of commerce.

"The place of the United States in this recasting of history is settled by its geography. From a national point of view, this outlook is more than encouraging, and we make bold to say our destiny in this matter can be best reached by the merchant and the manufacturer accepting the situation, and not neglecting its opportunities."

As a merchant who has been around the world and connected with the larger trade movements; for some years chairman of the committee on foreign commerce of the New York Chamber of Commerce, and of the committee on railroad transportation of the National Board of Trade, and for the last ten years president of the United States Export Association, I have had to study these great politico-economic questions as a college professor has to study to keep ahead of his class. It has been a study of absorbing interest to me, and whatever opinions I may have formed are based upon this experience.

According to the best estimates there are about 1450 millions of people on this globe, of which 890 millions are in the Orient, distributed as follows:

Asia—

Countries.	Population.	Area Sq. Miles.
Ceylon	3,578,333	25,365
China	426,047,000	4,277,170
British East Indies	294,360,356	1,766,797
Dutch East Indies.....	35,736,000	736,400
French East Indies.....	18,508,000	256,096
Hongkong	297,142	31
Japan	46,304,999	147,655
Formosa	3,082,404	13,458
Korea	12,000,000	32,000
Persia	9,500,000	628,000
Russia, Asiatic	22,697,469	6,564,778
Siam	5,000,000	220,000
Straits Settlements	572,249	1,472

Oceania—

Philippine Islands	7,635,426	115,020
Commonwealth of Australia....	3,776,273	2,972,906
New Zealand	772,719	104,471
Mauritius	371,023	705
Hawaiian Islands	154,000	6,449

Total Asia and Oceania.....	890,393,393	17,918,797
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Of these perhaps China and Japan afford the largest opportunities, although all are worth cultivating.

The foreign trade of China during the calendar year 1904 aggregated 583,000,000 haikwan taels, as against 541,000,000 for the year 1903, according to the annual publication of the Chinese customs authorities,

just received by the Department of Commerce and Labor through its Bureau of Statistics.

China's commerce with the United States during the past year was the largest on record, being fifty-six and a quarter million haikwan taels, as compared with 55,000,000 in 1902, the previous high record of trade with the United States. (The value of a haikwan tael is about 70 cents.)

The annual return of the foreign trade of the Empire of Japan in the year 1904, issued by the Department of Finance of that government, and just received by the Department of Commerce and Labor through its Bureau of Statistics, presents the statistics of commerce of Japan during the past year, as well as data showing the proportion of its trade with each of the principal countries. Japan has made rapid progress in her foreign commerce during the past decade, and her trade with the United States shows an especially rapid growth.

The imports into Japan in 1904 were the largest on record, being: \$184,938,000 in value, as against \$157,933,000 in 1903, \$143,056,000 in 1900, and \$66,311,000 in 1895. Exports from Japan in 1904 also established a new high record, being \$158,992,000 in value, as against \$144,172,000 last year, \$101,806,000 in 1900, and \$69,825,000 in 1895. Thus the imports into Japan have increased by \$118,627,000 and the exports from Japan by \$89,167,000 since 1895.

During the past ten years Japan has imported about \$200,000,000 more than she has exported, the excess of the imports over the exports averaging about \$20,000,000 annually during that period.

An examination of the statistics of commerce with the principal countries shows that Japan imports most largely from Great Britain, British India, the United States, China and Germany, these five countries supplying about 77 per cent of her total imports. Of the total imports into Japan in 1904, amounting to \$184,938,000, the United Kingdom supplied \$37,346,000, or 20.2 per cent; British India (including Straits Settlements), \$35,228,000, or 19 per cent; the United States, \$28,942,000, or 15.7 per cent; China, \$27,295,000, or 14.8 per cent., and Germany, \$14,291,000, or 7.7 per cent.

Of the exports from Japan, amounting to \$158,992,000 in 1904, the principal countries of destination are the United States, \$50,423,000; China, \$33,857,000; France, \$18,087,000; Hongkong, \$14,024,000; Korea, \$10,154,000; Great Britain, \$8,787,000, and Italy, \$6,011,000, these seven countries taking about nine-tenths of the exports from Japan. It will be observed that the United States is by far Japan's best customer, exports to the United States from Japan representing about one-third of her total sales to foreign countries. Among the nations exporting goods to Japan, however, the United States occupies a lower rank, being exceeded in that respect by both Great Britain and British India.

In this connection the following notable article from the "New York Journal of Commerce" is of interest:

"THE WORLD'S GREATEST MARKET."

Under the above title the editor of the "Journal of Commerce" points out the commercial possibilities involved in the modernization of social and industrial conditions in Asia. Incidentally he gives impressive illustrations of the ability of highly paid intelligent American workmen, operating American machinery, to produce commodities at a cost that makes it possible to sell them at a satisfactory profit in competition with commodities produced by less well paid and less intelligent workmen anywhere in the world. The article says: "No one, however, in reviewing the statements given of the growth of our foreign trade with Oriental and European countries, will

have a complete conception of the forces that give direction to the commerce of the world, if he omits to give due consideration to the advantages secured through the unequaled facilities and low rates of American transportation service. The power of American enterprise to achieve the commercial conquest of the world is demonstrated by the achievements of this power in supplying transportation facilities by means of which commerce is made possible. The mileage of the railroads of the world per capita of population served is:

United States, one mile for every.....	400
Europe, one mile for every.....	2,400
Asia, one mile for every.....	28,000

The consuming capacity of a people must inevitably grow as their earning power grows. Power to buy is the inducement to work, the incentive to work harder or more intelligently that more may be produced or earned. As the power to buy grows, the sale of commodities increases. This is illustrated by the industrial development of Japan.

In 1878 the foreign commerce of Japan was about 60,000,000 yen. In 1898 it was 440,000,000 yen. The growth of its internal industries, manufacturing and railroad facilities during the same period was equally great.

Our exports to Japan in 1881 aggregated 1,781,103 yen. In 1898 they amounted to 40,001,097 yen, and in 1903 they exceeded 50,000,000 yen. (A yen is worth about 50 cents gold.)

Our share of the total import trade of Japan in 1881 was 5.72 per cent; in 1898 it was 14.7 per cent, and in 1902 it was 16.3 per cent. In twenty years our exports to Japan increased thirty times and our share of the whole import trade of Japan increased three times.

In the light of these facts the United States can find no cause for alarm in the tremendous industrial development that is certain to take place in Asia when the "historical cycle of war, poverty, peace, prosperity, pride, war," again enters the era of prosperity that must succeed the era of existing war. We have nothing to fear from competition with the industrial forces and resources of Asia or Europe. Our intelligence will enable us to manage our labor problems in a way to keep our workmen fully employed and to find a market for our products in Asia or Europe in successful competition with labor and transportation conditions anywhere throughout the world. The logic of events clearly indicates an ever-growing share in the commerce of the world for the American people. Every gun now being fired in the Orient aids in opening a door for American products.

The writer of the foregoing article strikes the key-note when he gives credit to our transportation service for the enormous expansion of our foreign commerce. Our railroads carry our products to the seaboard at less than half the rates charged by those of other countries. Time was when it was thought railroads would only carry the lighter and more valuable kinds of freight, but now not only are our cereals and cattle almost exclusively carried by rail, and largely our coal and ore, but granite paving stones from Maine are transported to our cities throughout the country, and the lumber and shingles of Oregon and Washington are carried overland to New England.

This result has been attained by free and untrammelled American railroad management, and yet there are some short-sighted and narrow-gauged men who advocate putting our magnificent railroad system into official clamps by conferring the rate making power, in some degree, upon an inexperienced political commission of five men, when five hundred skilled traffic managers, who have devoted their lives to this business,

cannot suit everybody. We should think twice before taking such a step. It would probably result in rates based on mileage, and this would seriously curtail all long distance and export business. The same persons who would thus cripple our railroads are enthusiastic advocates of water transportation, forgetting that railroads are the great collectors of traffic for our water lines and that each supplements and helps the other.

Many persons have great expectations of commercial benefits from the Panama Canal, but they will probably be disappointed, for while it may prove to be a useful link in the world's chain of commerce, it will be of but little benefit to the United States, at least until we get an American merchant marine to use it. The lack of this is one of the short-sighted things in American policy. Every ship is a missionary of trade, and steamship lines work for their own countries just as railroad lines work for their terminal points. Department stores don't hire competitors' wagons to make their deliveries. An American merchant marine would be a recruiting ground for an American navy—an auxiliary navy—nearly self-sustaining in time of peace and a militia of the sea in time of war; and yet some good people shy at the word "subsidy" just as some good horses shy at an umbrella. Ten per cent of the amount we spend annually on our navy, spent in building up an American merchant marine would be the best investment the United States could make. It would put our flag and our goods into every port in the world, and for a country with the greatest sea coast of any nation except Great Britain; a nation of maritime instincts and an unbroken record of skill and intrepidity on the ocean, from Paul Jones to George Dewey, it is a national disgrace that our merchant marine should have been allowed to decline from carrying 90 per cent of our exported products down to 9 per cent, and leave us paying foreign ships two hundred millions of dollars annually to carry our goods to the markets of the world.

WHAT WE NEED.

To develop our great resources in fields, forests, mines and factories, give remunerative employment to labor and capital and prosperity to all the people of the United States, we need:

First—To foster our transportation system both on sea and land. Help it, don't cripple it.

Second—We need to appreciate that this is the age of steam, electricity, tricity, machinery and organization, and that untrammelled American individualism controlling these forces will produce better results than officialism, socialism and communism. Yellow journalism is daily, weekly and monthly teaching the contrary. Don't shy at "trusts," whether of labor or capital. They represent "organization." Control but don't cripple them. We are dependent upon them for progress.

Third—Our foreign policy should favor "the open door," and to get this we should make reasonable concessions in our tariff policy, through reciprocity or otherwise.

Fourth—As minor means to this end systematize our consular service on a basis of permanency, promotion and adequate compensation. We have superior talent in our consular service as a whole, but it is dwarfed and discouraged by the lack of these prime requisites.

Fifth—Revise our treaties with Oriental countries so that while protecting American labor against "the yellow peril" it will give both American labor and American capital "the yellow opportunity" to supply 890,000,000 of Asiatics with what they want to buy and what we want to sell. In other words, don't let the unreasoning fears of American trades unionism insult the educated Asiatics who come to trade with us or to study with us, even if a few "coolies" do get in under false pretenses. I believe in the dignity of peaceful American labor and that American

capital should assist in maintaining it, but I also believe that "yellow journalism," which seeks to play upon the prejudices and fears of organized labor is a greater peril than either eastern or western immigration.

In the World's Work for August Mr. Hill has about a page and a half of matter in which there are more concrete facts stated than in any similar number of words I have seen, and I will ask your indulgence for about two minutes while I read it. It is as follows:

"THE FUTURE OF OUR ORIENTAL TRADE, BY JAMES J. HILL, PRESIDENT OF THE GREAT NORTHERN RAILWAY.

"The future of the trade across the Pacific depends almost entirely upon the assistance given to it by the government and the people. We have gone as far as we dare go under the present conditions. I shall not build more ships for the Oriental trade until I know that the present ships are a success, and until I know that this business will be helped and not hindered by the United States Government and people. Up to a little time ago we were carrying thousands of tons of Minneapolis flour to Seattle for shipment to South Africa and Australia. They told us we had to publish our ocean rates. That would mean giving every foreign tramp steamer a chance to cut below them—and we had to give three or ten days' notice before we could change them. This compelled us to withdraw that rate, and we are now carrying none of that flour to those countries.

"This whole Oriental trade is a matter of evolution. Ten years ago it was very small. What came across the Pacific came mostly through San Francisco and Vancouver. In 1893 the Great Northern Railway had just reached the Pacific Coast. It found there nearly 400,000,000,000 feet of standing timber—the best in the world. It had no domestic market. To bring it to the eastern markets where it could be sold they had to pay 90 cents per 100 pounds. That rate was prohibitive. The question was how to make a rate low enough to bring this lumber east.

"We could not afford to haul empty cars west to carry lumber east. It costs, roughly, \$125 to haul a car 2,000 miles across the continent. At that time our freight west-bound was heavier than east-bound, and we had empty cars coming east. I met the lumbermen of the Pacific Northwest. They told me they could pay 65 cents per 100 pounds on the lumber. I did not think they could pay more than 50 cents. I offered them a 40-cent rate on fir and 50 cents on cedar, and those rates went into effect. The result was that the demand for this lumber grew until we had more cars of lumber to carry east than we had full cars going west.

"To make them equal again we had to look for more tonnage from the east. We took cotton from the lower Mississippi Valley, Alabama and Texas and carried it 3,000 miles to ship from Seattle. More and more we got manufactures and other material from the east, going to the Orient. In 1896 the Japanese Steamship Company made a contract with us and put on regular steamers. We had previously sent men to Japan and China to study the trade—to find out just what they could use of our productions, and what they would give us of theirs. That was the beginning of this Oriental trade. It came out of this effort to make the east-bound and the west-bound trade nearly equal, so we should not have to haul empty cars either way. The Japanese gave us a chance to ship them cotton and rails, we offering to pay any losses on the experiment. There were no losses. That business has constantly increased.

"Now, this country cannot export very many things to the Orient. A people like the Japanese, who only earn a few cents a day, cannot pay for many luxuries. They have to get their food and clothing cheap. Because this country produces cotton, grain, iron ore and coal cheaper than

any other, there are some things that this country can lay down in Japan and China cheaper than any other country can lay them down. We can get the trade in these things; but in manufactured goods of most classes we are beaten by the Germans and the Belgians. Labor is too expensive in this country. You cannot pay our prices for labor and make many goods to sell to people who only get from ten to twenty-five cents a day for their work.

"What we must do is to make the most of what we have. There should be no restrictions on our carrying grain, cotton, steel, machinery, etc., to the Orient. We must give the Japanese and the Chinese wheat flour so cheap that they will use it instead of rice. We cannot do that so long as we have not a free hand. You must cut your profits to the very edge to make it possible. We cannot do that so long as we are constantly interfered with. Nor can we do it while the law compels us to tell every tramp steamer captain just what our rates are.

"When I went to the state of Washington you could not give away the cedar logs. They used to let them run out into the sea to get rid of them. Because we made rates that made them valuable, the price has gone up about an average of \$12 to \$15 per 1,000 feet. On the 400,000,000,000 feet of timber in the territory the advance in value is about \$600,000,000. Low rates have added that amount to the taxable wealth of those states. Every year we have put millions of dollars into the markets of that country which could not otherwise have been put in circulation.

"Take the single item of cotton. In 1901 we carried to Puget Sound 13,070 bales of cotton piece goods and 13,230,000 pounds of raw cotton. In one year these figures increased to 64,542 bales of piece goods and 41,230,000 pounds of raw cotton. Outside of cotton—in nails, wire, machinery and other things of that sort—we also built up a good business. We had to do it by making rates to meet the necessities of the case. It was to keep those rates low that I wanted the Minnesota and the Dakota—big ships of 28,000 tons. Somebody had to build ships of that class. To make them economical they must carry large cargoes, so we have to make the tonnage to fill them. Most of the other ships on the Pacific are from 2,500 to 7,000 tons. I think the largest Canadian-Pacific ships are 6,000 tons.

"You must realize that in this Oriental business we are not competing against the other railroads alone. On local business to the coast—to Seattle, Portland, San Francisco, Vaucouver—we do compete with them. But upon freight from New York to Japan or China by rail and water we are competing with the all-water route from New York to the Orient around the Cape and via the Suez Canal, and with European commerce by sea. We have to make rates to hold the business against these routes. We must meet the English and other tramp steamers. No one regulates these tramps. Moreover, to lay down American goods in Hong-kong you have to make them as cheap as German goods, Belgian goods or English goods. These countries are nearer the market, and they have no long haul by rail. They do not have to haul their freight across the Rocky Mountains.

"The future of this business remains to some extent a matter of conjecture. If all the railroad forces, the people, the government and the laws unite to help this traffic, Puget Sound will be the great seaport of the Pacific. It will be the clearing point for the biggest volume of the tonnage going to the Orient and coming from it. Presuming that Japan will come to be a great commercial nation, American trade on the Pacific Ocean should soon rival that of the Atlantic." (Applause.)

MR. PRINCE: Mr. President, it is now Thursday noon. We have to adjourn by Saturday midnight at the very latest. We have had some admirable papers, but we have not yet entered upon the business of the Congress itself. The Committee on Resolutions ought to report tomorrow afternoon in order that there shall be time for the consideration of the matters that come before it. I move that we now receive resolutions to be referred to the Committee on Resolutions.

The motion was seconded.

JUDGE RAKER (California): I understand each of the state delegations has a committee on resolutions which has met and tried to harmonize upon the resolutions, and that such resolutions may be introduced to the general Congress tomorrow; but to attempt to introduce resolutions now will, I think, make supreme confusion.

GENERAL NOBLE: The first thing to be done before the discussion goes further is to announce the Committee on Resolutions which has been adopted by this convention.

The Secretary thereupon read the names of the Committee on Resolutions.

GOVERNOR PRINCE: Mr. President, in support of my motion that we now receive resolutions, I would say it has always been the custom to receive them from the beginning of the convention. The committee has ordinarily been appointed at an earlier time than this, which is really the end of the second day's session, because we have no session this afternoon. The only time the committee will have for their consideration will be this afternoon and tonight, because any one can see that we must meet tomorrow afternoon or Saturday afternoon in order to have any business of the Congress done at all.

GENERAL NOBLE: The motion now is to receive resolutions to be referred to the Committee on Resolutions. They are not subject to discussion, but if gentlemen wish to present them instead of sending them directly, and read them, they will be received. That is the motion before the house.

The motion was put to a vote and carried.

GENERAL NOBLE: Gentlemen of the convention, you have passed a resolution that resolutions be received and referred to the Committee on Resolutions. All there is to do now is to receive resolutions immediately, or at such time as you shall proceed to put them in. We must proceed with our business. There are two other gentlemen here who are to read papers, and we can not stop the session in order to have resolutions prepared. If you have your resolutions ready, they will be in order.

JUDGE RAKER: I move that no resolutions be presented at this time, but that they all be presented to the proper committee this afternoon and tomorrow as they may be presented.

GOVERNOR PRINCE: I arise to a point of order. Two resolutions are ready to present in open session. The introducer, if he chooses, can explain the object of his resolution for three minutes, and, without debate, it then goes to the committee.

GENERAL NOBLE: There are a number of resolutions being sent in order. Are there any resolutions now to be presented?

THE SECRETARY: I have some resolutions.

GENERAL NOBLE: There are a number of resolutions being sent up which will go to the committee, but it is the privilege of gentlemen to read them if they desire; if not, we will go on with what we have.

GOVERNOR PRINCE: I have two resolutions; one on a department of mines, which I will read; and one for statehood for New Mexico, which I will also read.

The resolutions were referred to the Committee on Resolutions, and are as follows:

DEPARTMENT OF MINES.

Resolved, That the mining industry of the United States has grown to such proportions and importance, and is capable of such vast extension if fostered by the government as is the agricultural industry; that we heartily favor the establishment by act of Congress of a national department of Mines and Mining, whose head shall be a Cabinet officer.

STATEHOOD FOR NEW MEXICO.

Whereas, The fundamental principle of American republicanism is that of self-government, and no body of American citizens should be deprived of that right when it is possible to exercise it; therefore,

Resolved, That the people of New Mexico should no longer be deprived of self-government; and that territory should be admitted as a state without delay.

MR. VAN LOBEN SELS: Mr. Chairman, I desire to offer the following resolution on rivers and harbors:

APPROPRIATIONS FOR CALIFORNIA.

Resolved, That it is the sense of the sixteenth Trans-Mississippi Commercial Congress that the Secretary of War be urged in the most urgent manner to make the necessary appropriations to improve immediately:

First—The Sacramento River and tributaries, and San Joaquin River, both for navigation and for affording drainage; and

Second—To continue the work of improving of: (a) The harbor of Oakland; (c) the harbor of San Pedro.

P. J. VAN LOBEN SELS,
J. C. HIZAR.

THE CHAIRMAN: It will be referred to the Committee on Resolutions.

GENERAL NOBLE: We will now listen to an address by Mr. George W. Dickie of San Francisco on the "Merchant Marine."

MR. DICKIE:

ADDRESS OF MR. GEO. W. DICKIE.

Mr. President, Members and Delegates of the Trans-Mississippi Commercial Congress—When I was coming up from San Francisco to Portland, I flattered myself that I was going to be one of the big guns of this Congress, and I kept up that delusion until I got in Portland. Getting the morning issue of your great newspaper, I found that the subject I was going to present to you was "of no importance"; that the sooner it was given up and no longer formed any part of the deliberations of our Congress the better. That was very discouraging indeed and indicated to me that a good deal of education was still wanted on a very important subject. Some thirty-five years ago down in San Francisco they were holding an industrial exposition. I was younger then and somewhat more innocent than I am now, and I set to work to prepare for that exhibition a plan of a vessel suited for the Australian trade. I spent a great deal of time on those plans, painted them up very attractively and sent them to the exhibition. The committee on arrangements studied them very carefully and decided that the proper place to put them was among the Japanese curiosities. (Laughter.) There was another Japanese curiosity which they put right above the central picture I had sent in, and that was a bust of Beethoven. Going through the exhibition one evening I came up behind two ladies who were looking at this thing I had sent in. They thought it was Japanese embroidery, and they were commenting on the skill of the Japanese in that sort of thing. One said to the other: "Yes, it is very pretty, indeed, and I suppose that is the bust of the man that made it." (Laughter and applause.) They needed some education on the shipping question.

Some eight years ago, walking on the quarter deck of a British warship in company with three Cabinet officers of the government of Japan, the Minister of Commerce made a statement that I have thought about a good deal since. He said: "Mr. Dickie, do you know that it is the ambition of the Japanese people to make Japan to the Pacific Ocean what Great Britain is to the Atlantic? We are going to do it, and perhaps sooner than you people think." Looking over to two vessels not far away, an armored cruiser and a second class cruiser belonging to Russia, he also remarked, that it might be necessary for them to dispose of that kind of vessel before they accomplished it. Just think of that today!

Two years ago, in 1902, out of total entry of 23,000,000 of foreign shipments into the ports of Japan, 57½ per cent of that shipping was under the Japanese flag. At the time that my friend made the statement I have quoted, there was less than 2 per cent. This shows what the Japanese, poor as they are, have been able to accomplish in the way of bringing about for themselves a position in the commerce that is carried on the ocean. With these introductory remarks, I will read my paper:

Before a Congress representing the commercial interests of the western half of the United States and standing on the western edge of this great country facing the Pacific Ocean, destined to be the stage on which will be enacted the great commercial development of the future, the subject I have been requested to present to you needs no apology

for its introduction. In the official call for this Congress, the subject of this paper is No. 4, to which has been added No. 15, "The necessity of differentials favoring Pacific Coast ports in the building of naval vessels." So I am here with these subjects, which, in order to understand some things that to many people are obscure, I have put in the form of a question, "Is naval power, both commercial and military, necessary to the future development of the United States?" For the last twenty-five years or so I have from time to time, by speech when I found any one willing to listen and by papers as far as I could find readers for them, endeavored to awake a sentiment in this country in regard to ocean borne commerce and its necessity to the future prosperity of this great nation. To arouse a sentiment in this country that would result in practical measures for the revival of its merchant marine has been a difficult task and has tired out many vigorous advocates of the needs of our shipping, even events that when they were happening were expected to produce great results have not, as yet, had the desired effect; to illustrate this let me quote from an address, delivered by me before a body of commercial men in the early part of 1899, showing what I had expected from the events then taking place: "In studying important naval events in which this country has played the leading part and which will make this period figure largely in naval history, a great fact has impressed itself on my mind, a fact that, if I understand the meaning of these events that have been following each other in rapid succession during the last few months, is going to make a mighty and lasting impression on the immediate future history of this country, and this fact is that the sentiment of this country relative to the necessity of being a great naval power has undergone a marked change in the last few months, and that sentiment will assert itself in the councils of the nation with a force that will demand recognition. Who would have ventured to predict the sequence of events which have followed so close on the heels of that declaration, the object of which was to force Spain to free Cuba, and to accomplish this the President of the country was empowered to use the full force of the army and navy to compel the Spanish to vacate that island? Troops were moved from the west to the east to help in the invasion of Cuba. The battleship Oregon (applause) that we had just built to guard the Pacific Coast, the only battleship that we had on the Pacific Ocean, was ordered to the Atlantic Coast, not in the leisurely way in which battleships reach distant stations, but with few stops and the best economical speed she could make. Other battleships under the same necessity might have accomplished all that the Oregon has done, but the fact remains that up to this date (1899) the voyage of the Oregon stands alone at the head of ocean voyages made by battleships. (Great applause.)

This movement of troops and our battleship from this coast to the Atlantic was the first national move in the events of the war. While these orders were being carried out, who could have foreseen that the small Asiatic arm of our new navy should have struck such a blow to the Spanish power in Manila as to force a rearrangement of all the plans of this war and render necessary a large military expedition to the other side of the world. This is somewhat different from ferrying troops to Cuba, and at once shows our weakness in a merchant marine. This experience is to be the grand lesson of this war, and in the matter of ocean commerce the lesson will bring forth fruit in the near future. Then the gathering of many thousands of our young men from the middle states where the sea and all its interests had no part in their daily life, and far less in their ideas of their country's place among the nations of the earth, and transporting them to the Pacific shore, there to board transport ships for the long ocean voyage to Manila, is to be an education to these men, taken as they are from every walk of life, that will

bring the sea home to those states with such a power as will forever dispel the apathy that has prevailed in the heart of this country for the last twenty years in regard to all matters affecting the ocean commerce of this great nation."

These hopes expressed seven years ago have not as yet been realized, though much work has been done by those who have the interests of our foreign commerce at heart, yet the outlook is not very bright. Hon. Chas. H. Grosvenor, chairman of the congressional committee on the merchant marine, on June 1st, writing to those who had been active in the work, says: "In the opinion of the best judges of these events, unless something is done by the next Congress at least, the hope of American shipping interests may as well be abandoned. If, with all the present information we have, Congress and the President will continue to ignore the just measures which have been introduced and promoted by the friends of the American merchant marine, we may as well abandon all future contests and make the best terms we can with foreign shipping." This shows how tired those laboring in the cause of our merchant marine have become and how much they need that the growing sentiment through the country in favor of a revival of our foreign shipping should be exerted with such force that Congress will not be able longer to withstand the demand for action.

It is self evident that to any country like this, having an immense seaboard on the two great oceans of the world, great power, both naval and commercial, is a very desirable thing, yet the history and progress of this country shows that at certain stages in the development of such a country it is not a prime necessity.

In the earlier history of this country, with the bulk of its population centered on the Atlantic seaboard, and dependent on an interchange of products with the mother country and her colonies, the energies and accumulated wealth of the people naturally turned to the sea. Behind them were great forests of magnificent material with which to build ships and in front of them the ocean highway to all countries. With such opportunities this young and vigorous country, in the early part of last century, found an extensive mercantile navy an absolute necessity to its development and growth in power.

The destruction of a portion of the shipping of this country during the civil war is often given as a reason for the rapid decline of the country's foreign shipping trade. It is quite natural to come to such a conclusion because the civil war happened at the same time as this decline of American shipping, but its absurdity becomes apparent as soon as we think about it. All other properties destroyed during the war that were needed for the future progress of the country were replaced in better form than that destroyed. If a city like Chicago is destroyed by fire and the country needs a city in that place, it is restored, grander and better fitted for all purposes than that which was burned. It is so with every product of man's labor, so long as the thing is needed and the man's ability to produce it is not destroyed, anything that destroys or takes away the tools he works with is an incentive for him to devise and produce better tools.

That the shipping interests of the United States did not recover from the injuries received during the civil war, but kept on steadily declining, is in itself an indication that a mercantile navy was not absolutely necessary to the prosperity and development of this country. Other causes operating at the same time and in conjunction with the destruction of these properties became powerful factors in preventing a prompt restoration of all ships destroyed.

One of these was the change, then taking place, in the material for the building of ships. The native oak of Old England that had enabled her flag to "brave a thousand years, the battle and the breeze," was

becoming a very scarce article, and ships being an absolute necessity to her power and position among the nations, a new material must be found out of which to build ships.

This new material, iron, had been gradually gaining the confidence of those "who go down to the sea in ships and do business in the great waters," and while privateers were burning the best wooden ships that carried the stars and stripes, the British shipyards were learning the most economical methods whereby iron plates and bars could be put into ship shape to carry freight, and not only equal the wooden walls in strength and power to carry, but to far excel the best the shipbuilder's art could do in wood.

In this new material Great Britain saw her opportunity to not only maintain her position on the sea, but to extend it to a magnitude that has become one of the wonders of this age.

The American shipbuilder and ship owner could see all this going on, and no doubt understand how it would end, but to his country ship-building and ship owning were not a national necessity in the same sense as it was to Britain. The necessity was a personal one and not national on the American side, while the position of Great Britain among the nations depends upon her naval supremacy. Hence the British shipbuilder had only to learn his business of building good ships and the government would see that the ship owner did not lack encouragement to use them.

Then the Yankee loved to whittle wood—it was his nature to do so—and the ships he whittled out of his forests were the best expression of the art of wooden shipbuilding the world had ever seen, but the men that deftly hewed the timbers of the sailing clippers that graced the middle of last century, were not the kind of men to take kindly to bending angle bars and riveting plates and, while it broke their hearts to see the glory of the old craft depart leaving only a tradition of what could once be done in wood, their country, for so it thought, could get along without making any special effort to hold the commerce of the sea, for to do so involved the mastery of a new science, the creation of a new craft and working with new material. This kind of revolution comes only through a nation's necessity, and, just at the time all this occurred, there was a greater necessity confronting the people needing all the wealth and energy of the country to accomplish. So the men who could handle great enterprises were driven from the sea to make great highways for commerce on land. There was a continent to open up stretching from the Great Lakes to the Pacific Ocean, and that for the United States at that time was a greater necessity than learning to build ships in iron and steel.

So the generation now active in the affairs of this great country is purely and solely a railroad generation; that is to say, the leaders in enterprise among our business people, as a rule, whether in finance or commerce, have been trained to regard the development of railways as the one great and all-absorbing field of enterprise in this country. All other necessities for the best development of the country have been made subordinate to this.

Perhaps at no time in the history of the development of any country has one generation absorbed and brought under the power of civilization such a vast territory as has the present generation in the United States.

While this vast work was being accomplished, ocean commerce appeared to the men spending hundreds of millions of borrowed money on railroads as a very small thing, and hardly worth while bothering about, and the government thought so, too; with Europe sending its hoarded wealth to us to build railroads, not in exchange for products sent to them in ships that we had built, but for a promise that the next

generation would pay it all back, or if not, they might come over and take the railroads.

To men who could finance such enterprises, the best returns ever received from ship owning were not worth looking at, and while the wealth of the old world was being scattered through the country for material and labor to build railroads, where was the necessity for fostering a business that required a new kind of training and did not present anything like the opportunities for the getting of wealth.

Thoughtful men, however, throughout the country, especially in states facing the oceans, have been feeling for some time that a change was approaching, and that the time is not far off when this country will find that it is necessary, even at some cost, to build up an ocean commerce through ships under our own flag. As American wealth increases it must find an outlet on the ocean and our government must find a way to make it profitable to do so by placing her ship owners on an equal footing with those of other nations with whom they must compete. Look at any railroad map of the United States and note the tangled net work of black lines crossing it and recrossing it in every direction and you will be forced to the conclusion that in our generation, at least, there is not much room left for more railroads, at any rate, not for many more great trunk lines such as have been built in the last forty years, some of them spanning the entire continent.

This is one of the facts that I look to as helping to bring about an ultimate change of public opinion in the direction of the ocean on both sides of the continent and in favor of a development of our merchant marine. How long it will be before this growing sentiment takes practical effect, bringing the conditions to a necessity compelling action, no one can say; but if the hope is not father to the thought I believe it cannot be much further deferred. When this country once realizes that the time has come when it is a national necessity that merchant ships, built in our own shipyards, manned and officered by our own citizens, owned and operated by our progressive men of affairs, represent her enterprise and power in all parts of the world, there will be found a way to do it with profit to all concerned. This necessity, when it grows strong enough to become active in practical results, will itself be the product of sentiment that must be cultivated to such an extent that efforts to revive and stimulate shipping will be understood by the people, and questions regarding such matters needing legislation will be treated in the manner that their importance demands.

The British government never permits an opportunity for cultivating a healthy sentiment on the part of the general public in regard to naval matters to slip by unimproved. Maritime exhibitions are fostered at the principal seaports. Naval maneuvers are carried on along her whole coast. Launches and trials are made semi-public functions. All the traditions of the past glories of the naval and mercantile fleets of Britain are made part of the education of the youth, and the desire to increase the glory of future fleets is carefully instilled into the coming generation, until it has become a part of the national life. No matter what the programme may be for the increase of the British navy, or the advancement of the mercantile marine, the country responds heartily. If we felt the necessity for naval power as Britain feels it, then nothing could prevent its realization. Every country today that aspires to a leading place among the nations feels the necessity for securing, no matter at what cost, a position on the sea, commensurate with the position aspired to in the council of nations. The development of the great coast lines of America, the necessity of providing industrial opportunities for the population of the cities and states bordering on the ocean, are questions that are pressing now for a solution, and this pressure will increase until it commands attention.

No industry equals shipbuilding in the amount of work it provides for large numbers of men. The shipyards of which I was until lately manager, not a very large one when compared with the great yards in the centers of shipping interests, yet maintains through its direct employment between three and four thousand men, a population of at least fourteen thousand. Into no other product of man's skill does such a large proportion of the money expended go for wages. That is one reason why shipbuilding centers are so generally prosperous. The shipbuilder may fail to get rich personally, and generally does, but as long as he builds ships he never fails to scatter wealth all around. The pity is that so few of them succeed in holding on to a small portion for themselves. The shipbuilders' art and the art of making wealth are hardly ever found in the same individual. It has often been said of my own family, "that they would rather build ships and remain poor than do anything else and grow rich."

When the necessity for our flag being represented in the commerce of the world in proportion to the wealth of the country becomes a general sentiment among the people, obstructive laws will be swept away and wise laws to carry such sentiment into effect enacted. Till then those who have this great question on their hearts must work and wait, using every opportunity that presents itself to impress upon others the necessity, that they see and feel to be fast coming upon this country, to assert itself as a power that means to take a fair share in ruling the wave.

If, then, the time is fast approaching when the United States, in a commercial sense, must give an affirmative answer to the question of the necessity of being a great power on the sea, how is it in regard to the same question in a naval sense? Our country has already answered this question in the affirmative. The civil war had served to show in what direction the naval architect must look for the warship of the future. This knowledge, however, was for the benefit of British and French naval establishments and not for the country that had so dearly bought the experience. The government had greater and more pressing necessities to provide for than the reconstruction of a navy. The whole edifice of government had been shattered and must be rebuilt almost from the very foundations. Among the many necessities of the time a modern navy was not by any means the most needed, so the navy department fell out of sight of the people; they had so many other things to look at that were nearer home. The politicians, therefore, got the navy department and used it as an instrument, not to build ships, but to build up and support whatever kind of political structure he happened to be engaged upon at the time. For about twenty years the people of the United States knew nothing about their navy and did not appear to care whether there was a navy or not. During these years a revolution, based partly on what had been learned from this country's experiences, had taken place in the navies of the world. The warship, like the merchant ship, was being built of new materials, and a race was being run between steel protection and gun penetration. Modern machinery was increasing the speed for short distances, as well as the ability to run long distances. When at last the American people, about eighteen years ago, began to feel that a navy was a necessity, if we were to be secure at home or honored abroad, the politician had to give up the navy department, or what was left of it, which was very little, and let whoever had heart and head to do anything begin what was practically a new business. What other nations had reached through twenty years of experiment must be mastered at once by the United States naval architect, as this people have never been tolerant in regard to mistakes, as we know to our cost. With the growth of experience in the British and European naval centers, had grown up great plants for handling the raw material

required, and skill in operating them, so that the result could be depended upon. With us, such plants were expected to be brought into existence and perfect operation without passing through the experimental stage and the result be not only equal to the best produced hitherto, but better in every particular. How the engineers and naval architects of this country responded to this sudden demand upon their ability, both in design and execution, has been the admiration of naval experts the world over. Eighteen years ago our naval architects and shipbuilders were twenty years behind those of Great Britain. Today we are abreast of the most advanced practice in warship construction.

This brings me to that part of my subject that looks to a continuance of warship building on the Pacific coast. Should the government provide for any differential in favor of the Pacific coast shipyards in the building of naval vessels? Twenty-four vessels of the new navy, including those not yet delivered, have been built in Pacific coast yards, twenty of these by the Union Iron Works of San Francisco. Most of these have been built without any differential in favor of the yard that built them, although in several cases Congress had provided for a 4 per cent possible differential in favor of this coast. The reason why in all cases this coast did not benefit by the differential provided was that the contracts came to this coast because our bid was actually the lowest. To be really of advantage to the shipbuilder here the acts of Congress should have provided that the contract should be awarded to the lowest satisfactory bid, irrespective of location of yard; should a Pacific coast bid be the lowest that bidder should have the contract with a bonus of 4 per cent; this would have insured the preference proposed.

The only vessel built on this coast where a real fixed preference was given was in the case of the battleship Oregon; she was one of the three first battleships built in the United States, and the government desired very much to have one built on the Pacific coast owing to the need of such a ship on the Pacific. Our bid, however, was above that of the Philadelphia yard that got the contract for the other two. The question as to the power of the navy department to award a contract to other than the lowest bidder was referred to President Cleveland, who, after considering the question, decided to offer the contract to the Union Iron Works at the lowest eastern bid, plus the difference in freight on the steel material required to build the vessel from Pittsburg to Philadelphia in one case and from Pittsburg to San Francisco in the other. This differential originating with Mr. Cleveland's offer to the Union Iron Works and accepted by them, is the only true ground for requiring a differential in favor of the Pacific coast. The claim that the Pacific coast shipyard pays higher wages than the yards on the Atlantic coast cannot be justly made a sufficient reason for a differential in favor of the Pacific yard. The wages paid in the Atlantic yards differ as much between the highest and lowest there as the difference between the highest there and the rates on the Pacific coast, but the cost of transportation between the steel works and the shipyards is a fixed and known quantity, and it is only fair to ask Congress to provide a means whereby shipbuilders on this coast will be placed on an equal footing with those on the Atlantic, leaving it to the shipbuilder to find out a way to make the amount of his wages bill in building a warship no greater than his competitor's on the Atlantic side, no matter what the rate of wages may be. The 4 per cent preference, if made a certain thing for the Pacific coast builder, will fully meet the difference in cost of transportation of steel materials, and should be introduced in the next bill that comes before Congress for an increase in the navy. Whether this preference that can be justly asked of Congress would enable the shipyards on the Pacific coast to continue building warships is a problem for the shipbuilder here to settle. The keen competition among the ship-

yards of the country to secure government work renders the outlook anything but bright for the Pacific coast yards. Nothing but the most rigid economy and the highest shipbuilding ability will enable them to continue in the fight with any chance of profit; they should have more local encouragement than is afforded them. Neither San Francisco nor California has done anything for this industry that has done much for their upbuilding. Seattle has done better by her shipyard and it is hoped that she will do more. It pays a city to encourage her shipyards; it pays a state to provide every facility for this industry, and it will pay the navy department to keep the Pacific coast shipyards in an efficient condition, as the country may need them some day badly. I do not think that it is necessary to say anything more on the naval part of my subject. This in relation to Pacific coast shipyards will, no doubt, come more directly before the Congress. The progress made towards providing this country with an effective, powerful and in every sense modern navy has been very satisfactory, and the navy department, with its splendid staff of naval architects and engineers, is quite able to meet the requirements of the future. Thoughtful men sometimes wonder what we want with a navy, representing us at the various mercantile seaports of the world, when we have no merchant marine whose interests it is the duty of the navy to protect. I do not think it necessary to take up much time describing existing conditions as far as our merchant marine is concerned. It is a matter of universal knowledge, and I think almost universal regret, that our deep-sea shipping is practically driven from the ocean. More than 90 per cent of our foreign commerce is being carried in foreign ships flying foreign flags. In order that the United States may participate in ocean commerce to the extent that her own imports and exports entitle her to, there must be: First. A strong sentiment throughout the country in favor of carrying the products of our industry under our own flag to every country that cares to exchange products with us. Second. Wise national laws to foster and protect our merchant marine, making it possible for our shipbuilders to construct and equip ships and our ship owners to purchase and operate them. Third. State and municipal laws on the part of seagirt states and maritime cities, encouraging shipbuilding and ship owning within their own borders. I have already spoken of the need of a general sentiment throughout our country in favor of a revival of the merchant marine. Now, what has been done in regard to securing wise national legislation looking to the revival of American shipping for foreign commerce? The President in his annual message to Congress, December 7, 1903, said: "A majority of our people desire that steps be taken in the interests of American shipping so that we may once more resume our former position in the ocean-carrying trade. But hitherto the differences of opinion as to the proper method of reaching this end have been so wide that it has proved impossible to secure the adoption of any particular scheme. Having in view these facts, I recommend that the congress direct the secretary of the navy, the postmaster general and the secretary of commerce and labor, associated with such a representation from the senate and house of representatives as the congress in its wisdom may designate, to serve as a commission for the purpose of investigating and reporting to congress at its next session what legislation is desirable or necessary for the development of the American merchant marine and American commerce." In response to this earnest recommendation, congress passed the act of April 28, 1904, creating the merchant marine commission, composed of five senators and five representatives. This commission set to work. The mercantile interests of the country welcomed the investigation and readily appeared before the commission to give testimony. The commission held meetings and took evidence in New York, Philadelphia, Baltimore, Boston, Galveston, New Orleans, Pensacola, Brunswick, New-

port News, Chicago, Detroit, Cleveland, Milwaukee, Seattle, Tacoma, Portland and San Francisco. The commission also held daily sessions in the city of Washington from November 22 to December 12, 1904, hearing evidence, sifting the printed testimony and preparing the bill that is now pending. The testimony given before this commission, now published in three volumes, is a remarkable mass of evidence, with much difference of opinion as to methods and policies, but nowhere is there any difference as to the main principle of national recognition and encouragement of our hard-pressed ocean-carrying trade. Of the hundreds of witnesses who appeared before the commission a large proportion were men who have not a dollar's worth of actual interest in ships or shipbuilding, showing that the people are now really interested in the possible revival of our merchant marine. The report of the commission, largely explanatory of the bill introduced by them, should be carefully read by every one interested in the revival of our foreign commerce. The bill itself is a compromise measure; very few will find it entirely satisfactory in all its provisions; there are many conflicting interests that must be considered, and the result of the labor of the commission, as embodied in this bill, should receive the hearty support of all who desire to foster the upbuilding of our merchant marine. The Trans-Mississippi Commercial Congress can do much to further the passage of this bill, which has been framed in an honest effort to unite all interests in the one purpose of placing us where we should be amongst commercial nations.

Natural conditions, over which our ship owners and shipbuilders have no control, and which they either, individually or collectively, are powerless to change, makes the cost of building vessels in the United States much greater, from 30 to 40 per cent at least, than the cost of building vessels in other countries. The cost of manning and victualling American built ships is also much greater, probably not less than 30 per cent than it is in foreign ships. In addition to this, there are other expenses in the management of vessels which are greater in the United States than they are in other countries, such as taxes, repairs, outfit and equipment. Most of these higher costs are the outgrowth of conditions resulting from the policy of high protection that has obtained in the United States during practically the same period that American shipping engaged in the foreign trade has been declining.

The cost of materials entering into the construction and outfitting of American vessels is necessarily higher because of the conditions that obtain in other industries that are highly prosperous under the protection afforded by the tariff—industries employing precisely the same materials that are employed in shipbuilding and outfitting. The wages of the workmen employed at our shipyards are on the same high scale, due to the general standard of wages prevailing in similar industries that are great, powerful and profitable under our protective system that covers everything but the ship engaged in foreign trade. Let me give you a comparison I made in 1900, when visiting shipyards abroad, of the actual wages paid in the Union Iron Works shipyard, San Francisco, with the average wages paid to the same class of workmen in twelve of the principal yards in Great Britain:

Draughting Room.	Union Iron Works.	British Yard.
Draughtsmen, per week.....	19.44	9.24
Apprentices, per week	6.30	3.10
Pattern shop, pattern makers, per week	22.74	9.75
Helpers, per week.....	13.20	6.25
Apprentices, pattern makers, per week..	6.07	3.02
Blacksmith shop, blacksmiths, per week	20.28	9.84
Helpers, per week.....	13.20	6.62
Apprentices, per week.....	6.72	3.78
Machine shop, machinists, per week....	19.38	9.69
Helpers, per week.....	13.20	6.86
Apprentices, per week.....	5.58	3.05
Boiler Shop.		
Laying out work, per week.....	20.28	10.00
Boiler makers, per week.....	19.74	9.36
Apprentices, per week.....	7.08	3.22
Joiner shop, joiners, per week.....	21.18	9.50
Helpers, per week.....	12.72	6.35
Apprentices, per week.....	7.08	3.22
Ship carpenters and caulkers, per week.	22.14	9.88
Helpers, per week.....	13.20	6.22
Apprentices, per week.....	5.76	3.32
Ship fitters, fitters, per week.....	20.10	9.50
Helpers, per week.....	12.60	6.52
Apprentices, per week.....	7.25	3.67
Riveters, per week	21.50	9.88
Drillers, chipping and calking, per week	18.34	8.98
Helpers, per week.....	13.28	6.72
Rivet heater boys, per week.....	7.80	4.20
Coppersmiths, per week.....	19.20	9.72
Helpers, per week.....	13.44	7.36
Boys, per week	7.20	3.86

While these conditions continue to exist it is futile to suggest, as has been done, that ships can be built in the United States as cheaply as they can be abroad. If they could, they would be, and the fact that they are not built at all indicates that their cost renders them unprofitable in comparison with foreign vessels. If, therefore, other nations did none of the things that they so long have done, and still do, for the encouragement and maintenance of their merchant shipping, the difference in cost of constructing, operating, etc., between American and foreign vessels would suffice to make it unprofitable, and hence unattractive to Americans, either to invest in or build ships for the foreign trade. But when we add to these undeniable advantages these foreign competitors possess over our own citizens, the advantage they also possess through government assistance and regulation, then the reason why our American vessels carry but 9 per cent of our foreign commerce, valued at about two thousand five hundred millions of dollars annually, and why foreign vessels carry over 90 per cent of this commerce, receiving therefor freight charges closely approximating two hundred millions of dollars, are pretty well explained and set forth. These are the conditions that congress must recognize and adequately meet through the adoption of effective legislation before the problem of establishing an American merchant marine in the foreign trade, measurably equal to our foreign carrying needs, has been solved. I have faith in the ability of congress to solve the problem of how best to revive and maintain the merchant marine in this country. The work done by the present commission has thrown much light on what was obscure in the problem, and the long

suffering shipbuilder and ship owner will yet see what he has so long looked for, business that, if well done, will bring satisfactory compensation.

Whatever expenditures the government may have to make in order to build up our merchant marine will be a good investment for the nation. We are spending on our new navy over \$80,000,000 annually, and without a corresponding merchant fleet to depend on for service in time of need the war fleet's power may be very much weakened. During the Spanish war the United States was hard put to for merchant steamers to carry men and materials; we had to buy freight ships at any price that was asked, and this war was a small thing for this great country, yet the lesson taught in this respect has passed unheeded. During the war between Japan and China, Japan had no merchant ships to depend on of her own; she had to hire or buy whatever she could get, but the experience was not lost. After the war she determined to have a merchant marine of her own and set about bringing it into existence, the government helping the shipbuilder and ship owner to the extent necessary to bring about the desired result. When the time came to try her strength against that of Russia she had at least fifty large ocean steamers of her own ready at once for the work, enabling her to strike a quick and decisive blow at the Russian, who was dreaming that it would take the Jap a long time to get ready. She had transports all ready to send with her army as soon as war was declared. Her investment in a merchant marine was a paying one. We will soon see to our sorrow a still further expansion of the merchant marine of Japan. No nation can be a great sea power without a great merchant marine giving a reserve of both ships and men in the time of need.

Besides the aid that must come from national legislation, I have always maintained that the sea-bordered states will be forced to apply state legislation to the upbuilding of their own shipping interests. The state can foster shipping just as effectively as the nation, as the benefits to be derived from large shipping interests will center in the ship owning and shipbuilding states. For instance, to every ship built and owned in the state in which she is enrolled the harbors of the state ought to be free, and all shipping property when engaged in interstate or foreign commerce should be relieved of all state or municipal taxes. Some states have done this to a limited extent, and these states own whatever ocean trade this country possesses today. The eyes of the people of this country are being opened to the importance of naval power, both in a military and commercial sense, also to the future position we are destined to occupy among the great nations of the world. One thing is certain, we have entered on a course that is to lead us, if not into deep water, at least on to deep water, and on deep water we will be much safer in our own ships. (Applause.)

SECRETARY FRANCIS: I am requested to announce that the Committee on Resolutions will meet at 2 o'clock this afternoon in the Chapman school building, immediately in the rear of the Auditorium, and that the Committee on Permanent Organization will meet in the parlors of the American Inn at 7:30 p. m.

MR. BLACK (Washington): Mr. Chairman, it seems to me thus far this Congress has been a flow of oratory and no business, and it is time that we got down to some sort of business. Under our Constitution we ought to have had our election and the new officers should have taken the chair this morning. Our Committee

on Resolutions has not yet taken the first step towards doing anything, and yet the second day, so far as sessions are concerned, is about at an end. I would therefore move that immediately on the adjournment of this session, the Committee on Resolutions meet here and now, and organize. If we don't do that, we will go to lunch and no one will get back here if we fix the meeting at 2 o'clock, and nothing will be done. Let us get started.

JUDGE RAKER (California): Mr. Chairman, that is not fair to the other members. Two-thirds of them have gone, and it is not fair to have a meeting and select a chairman and secretary now. It was determined and so announced to the convention by the Secretary that this committee should meet at 2 o'clock. Now let that stand as directed.

MR. CASE (Kansas): I am for a fair and square deal. It has been announced that the committee shall meet at 2 o'clock; let us not change it. But I want to ask if it is a part of the organization that we shall not know anything about what we are to do. I heard my name mentioned as one of the Committee on Resolutions. This is my first visit to this kind of a convention, but if I have a duty to perform I would like to know what we are to do. Is it our duty to receive resolutions and hand them to the convention with our recommendation, or will those who introduce them be expected to read their resolutions in this body before we are authorized to consider them? A motion was passed awhile ago that resolutions could be introduced in the convention, and a few were read, and some handed their resolutions to me. As I understand it, I have no right to present them to the committee until they are read in the convention.

GENERAL NOBLE: I don't profess to know anything, but I know a little, and I learned most of it in the different conventions of this Congress. In the first place, when a committee is appointed, it has a chairman; usually the first named, where it is not otherwise designated. That committee meets on its own motion. The resolution that that committee should meet here at 2 o'clock after the committee had been made would be a control that is not ordinarily attempted to be exercised by a convention over a committee already in existence, and as you might say, out of sight. To reply to the gentleman's other question, on motion of the gentleman from New Mexico (Mr. Prince) this morning it was decided that resolutions would be in order until the Committee on Resolutions should report. It is the understanding that any person who has a resolution can read it or he can hand it to the Secretary, and in either case, without debate, it will go to the Committee on Resolutions. Whatever resolutions come before your committee you are to consider, and whatever you deem unnecessary you need not report. You

do report and set forth resolutions which meet with your approval, and they come before the convention for discussion. That is as good an answer as I can give, and I think it covers the ground.

MR. BLACK: In making the motion I did, I did not know of the announcement spoken of. My idea was that there were more here now; but with the consent of my second I will withdraw the motion.

Consent was given, and the motion was withdrawn.

GENERAL NOBLE: Is there anything else before we adjourn?

JUDGE RAKER: There has been no time designated by the Chair, or any one, when the Committee on Permanent Organization will meet, and no one named as chairman of that committee.

SECRETARY FRANCIS: I have already announced that the Committee on Permanent Organization would meet at 7:30 p. m. in the parlors of the American Inn.

The following letter was read by the Secretary:

Elkins, W. Va., July 28, 1905.

Mr. Arthur F. Francis, Secretary Trans-Mississippi Commercial Congress, Cripple Creek, Colo:

My Dear Sir—I have received a copy of the call for the Portland session of the Congress, also various printed matter which you have sent to me, also your letters, for all of which please accept my sincere thanks.

From all appearances it would seem that the coming meeting of the Congress will be the best and perhaps the most important in its history. I am pleased that the people of the far west take a deep interest in the Congress.

The subjects for discussion this year are all live subjects and the Oriental trade is a subject of the highest importance. Our country is now in the colonial business, expanding its possessions for good of all. It is a new subject, especially in its trade relations, and yet still more important is it from a national aspect. It spreads before us a future, the possibilities of which no one can foretell.

I am hoping for the opportunity of a short trip to Europe for a few weeks' vacation, otherwise I would be with you at this meeting of the Congress.

My regards to the officers, members of the Executive Committee and to the Congress itself, and with good wishes for its success and continually increasing influence as a commercial factor in the upbuilding of this great nation, I remain,

Sincerely yours,

R. C. KERNS.

(Applause.)

GENERAL NOBLE: I will now announce the special committee on revision of the by-laws: L. Bradford Prince, New Mexico; Tom

Richardson, Oregon; Arthur F. Francis, Colorado; Hon. T. T. Crittenden, Missouri; Rufus P. Jennings, California.

GENERAL NOBLE: There are yet two papers to be submitted at this session of the Congress. It is nearly the hour of adjourning, and it rests with the Congress as to what shall be done. One of these goes over until tomorrow; that of Mr. Van Loben Sels. What shall be done with the other?

JUDGE RAKER: I move that the gentleman be invited to state very briefly what his paper is, and that we consider it read.

The motion was seconded.

A delegate from Nebraska moved that the paper be read by title only and printed in the Record.

The motion was seconded, and it was so ordered.

The papers by Mr. Van Loben Sels of San Francisco on "The Improvement of Rivers and Harbors" went over, and that of B. C. Wright of San Francisco on "The West the Best" was submitted and herewith follows:

THE WEST THE BEST.

A paper by Benj. C. Wright, of San Francisco, Cal., at the Trans-Mississippi Commercial Congress, Portland, Ore., August 16-19, 1905.

My proposition that the west is the best is so self-evident to the members of this Congress, that it appears to be a work of supererogation to present proofs. You all believe it to be true, and furthermore you all know it to be true. The evidence which I shall produce in confirmation of its truth is rather for the benefit of those benighted ones who are still trying to eke out a living among the congested conditions which prevail on the eastern side of the country.

It was Bishop Berkeley who said, "Westward the course of empire takes its way," and he only voiced what was patent to everybody even in his day.

Over sixty years ago, Horace Greeley said, "Go west, young man; go west." That was good advice then; it has been good advice ever since; and it will be good advice until the uttermost regions of the west are as densely populated as the eastern sections are today. The millions who have heeded that advice have occasion to be grateful.

Those who projected the Trans-Mississippi Commercial Congress, carved out for themselves a goodly heritage when they allowed the great Mississippi river to be the division line, choosing that portion of the country lying west of that river as the field of their operations. It may be considered a stretch of poetic license to designate the section thus set apart as the west, but for the purposes of this occasion and this address it will be so considered. In the few minutes allotted me I can only approach the fringe of my subject.

Within these limits there are nineteen states and five territories, while east of the Mississippi there are twenty-six states and the District of Columbia.

One hundred years ago, that portion of the country lying west of the Mississippi was a comparatively unbroken wilderness, practically uninhabited, except by Indians.

The discovery of this portion of the great northwest by Lewis and Clark in 1805 is the event which is now being celebrated in the fine exhibition on these grounds.

Sixty years ago, the only organized states within the limits of this Congress were Louisiana, Missouri, Arkansas, Iowa and Texas, with a combined population of about 1,000,000. The last census gave these states a population of over 11,000,000.

The other fourteen states and territories have come into existence since 1850, and most of them at a still later date.

Considering the jurisdiction of this Congress as the western portion of the country, it will be in order to present some facts to substantiate the claim that the west is the best.

First, as to area. Excluding Alaska, the United States comprises 2,970,230 square miles of land area, and 55,370 square miles of water surface.

That portion of the country under the special care of this Congress comprises 2,115,527 square miles of land area, equal to over 70 per cent of the total of the whole country, and 28,118 square miles of the water surface, equal to more than 50 per cent of the whole. This clearly proves that the largest half of the area of the country is within the confines of this Congress; and it goes without question that, with the exception of population and wealth, both of which will be developed in due time, it is the best half.

As all wealth can be traced back to the earth in some form, it is a good thing to have plenty of earth, and earth that has not been worked to exhaustion through long years of crop bearing without proper replenishment. There are many square miles of earth in the zone under consideration that have never been scratched for cultivation purposes, while there are many more square miles that have been tilled for only a few years.

Viewed from the standpoint of population alone, the western portion is more prosperous than the eastern. The population of the nineteen states and four territories west of Mississippi in 1900 was 20,771,062, an increase of 25 per cent from 1890, whereas the increase for that portion of the country east of the big river for the same decade was less than 20 per cent. It is safe to say that the increase in the western half for the last five years has shown a larger percentage of gain than for the previous ten. The state census of Washington just completed shows a gain of 84 per cent in the last five years.

As elbow room is essential to health and progress, it is a pleasure to be able to state that we have plenty of room for many more millions of people, and they are coming by every train that crosses the continent. There are less than ten persons per square mile west of the Mississippi, while there are about sixty-five persons per square mile east of that boundary.

For commercial comparisons we may restrict the west to that portion bordering on the Pacific Ocean as drawn by a line along the ridge of the Rocky Mountains.

The foreign commerce of the leading four ports on the Atlantic coast, as compared with the principal four ports on the Pacific coast, will further confirm our view of the importance of this end of the country.

The imports at New York, Boston, Philadelphia and Baltimore for the calendar year of 1904 were valued at \$789,461,000, an increase of 42 per cent over the total of 1894. This increase was apportioned as fol-

lows: New York, 44 per cent; Boston, 62 per cent; Philadelphia, 4 per cent; Baltimore, 64 per cent.

The imports at San Francisco, Portland, Tacoma and Seattle for 1904 were \$54,666,130, an increase of 34 per cent from 1894. This increase was apportioned as follows: San Francisco, 13 per cent; Portland, 248 per cent, and the Puget Sound ports, 446 per cent. The heavy increase at the northern coast ports was due to the rapid development of the Oriental trade in the past decade.

The exports from the same Atlantic ports for 1904 were valued at \$743,389,740, an increase of 40 per cent from 1894. This increase may be credited as follows: New York, 48 per cent; Boston, 3½ per cent; Philadelphia, 80 per cent, and Baltimore, 27 per cent.

The exports from the same Pacific coast ports for 1904 were valued at \$73,018,929, an increase of 132 per cent from 1894. The increase from San Francisco was 80 per cent; from Portland, 90 per cent., and from the Puget Sound ports, 383 per cent.

As will be noticed, the increase in exports from the Pacific coast ports in the past decade is more than three times as large as from the Atlantic ports.

The flour and grain trade of the United States for the cereal year of 1904-5 was unusually light, and the Pacific coast states suffered with the remainder of the country, but not proportionately to the same extent. Had foreign countries depended upon the United States for breadstuffs in the last fiscal year, they would have fared poorly.

The three Pacific coast states helped out in this trade as never before, contributing 35 per cent of all the flour shipped from the country, 90 per cent of all the wheat, and 51 per cent of all the barley. They also contributed liberally to the supplies needed in the United States from Minneapolis to Boston. In the previous fiscal year these same states contributed 20 per cent of all the flour exported from the United States, 16 per cent of all the wheat, and 98 per cent of all the barley. From the grain standpoint, these coast states are of much importance.

From the bank standpoint, a comparison of the clearings in the same cities shows to the advantage of the Pacific coast. The clearings at New York, Boston, Philadelphia and Baltimore for 1904 were \$72,680,-908,473, an increase of 120 per cent as compared with 1894. The clearings at San Francisco, Portland, Tacoma and Seattle for 1904 were \$2,013,-861,658, an increase of 166 per cent over 1894.

Though the figures are not at hand for a comparison of the growth in banking resources between the east and the west for the past ten years, we have no hesitation in saying that such growth has been more rapid west than east of the Mississippi. In the past five years 133 national banks alone have been organized in California, Nevada, Oregon, Washington, Idaho, Utah, Arizona and Alaska. Complete returns show 477 banks of all kinds in California on May 29, 1905, an increase of 62 per cent in five years, with an increase of 67 per cent in resources and deposits. Other states in the Congress have done equally well.

One thing that distinguishes this part of the country from that east of the Mississippi is the product of the precious metals. It is fortunate for the development of the Atlantic coast states that the pilgrim fathers landed there instead of on this coast. Otherwise the attractions here would have retarded settlements there. It was ordained that the treasure vaults of the United States should be located in the western end of the country, and further, that they should not be discovered until the beginning of the last half of the last century. From the opening of the mint in 1792 to January 1, 1848, the total gold and silver product reported by the mint authorities was less than \$25,000,000. The population of the country at that time was about 20,000,000, which made the money supply equal to \$1.25 per capita. That was a small amount of metallic money

with which to transact business, but it was all there was in sight at that time, and there was nothing to show that the next fifty years would increase the supply in any greater ratio.

At this critical juncture the west came to the relief of the east. Gold was discovered in California in 1848, and twelve years later in Nevada, Utah, Idaho, Colorado and Montana; and still later in other adjacent states and territories. These sources of supply have added materially to the world's stock ever since. The total amount of American gold and silver produced to the close of 1904, in round numbers, is \$4,700,000,000, nearly all of which has been extracted from the territory covered by this Congress. This immense amount of recognized wealth has not only been of great advantage to the United States in a high credit standard, but of much value to the whole world in producing a substantial metallic basis for the paper money in such general circulation. Instead of a metallic money supply of \$1.25 per capita, as in 1848, as based on a population of 20,000,000, the per capita has been advanced to \$24.42 on a population of 83,259,000. The best part of this story lies in the fact that this precious metal supply is still flowing, and for aught that is known to the contrary will continue to flow for years to come, and all are invited to help maintain and increase the gold and silver streams.

I must not omit a brief reference to the salmon fisheries for which this coast is so distinguished. The Hume brothers started this industry on the Sacramento river in 1864, and two years later began operations along the same line on the Columbia River with a pack of 4,000 cases, which pack was steadily increased from year to year until 1884, when it reached 656,000 cases, the record total on that river. Geo. W. Hume, one of the pioneers in this trade, is a daily visitor at the Merchants' Exchange, San Francisco, though not as robust as when pulling a boat in the Sacramento river over forty years ago. Canneries on the Alaskan coast which started with 36,000 cases in 1883, packed over 5,000,000 cases in 1901, the best total on record. Excluding British Columbia, the total coast pack of salmon to the close of 1904 was 44,237,000 cases, which at an average of \$5.00 per case means \$221,185,000. This represents only the value of the canned salmon produced. Of this total pack, the Columbia River is credited with 14,807,484 cases, and Alaskan waters with 19,698,407 cases. Please note that this single Alaskan industry has produced \$100,000,000 in the last twenty years, while the United States paid only \$7,000,000 for the whole of that territory. We could well afford to buy up the whole world on the same basis.

The Trans-Mississippi district has other characteristics of interest.

It embraces the largest state in the Union—Texas—with its 262,290 square miles. The same state is also the largest cotton producer.

Louisiana is one of the largest producers of rice and cane sugar.

The largest earth oil producers are no longer Pennsylvania and Ohio, as was the case only a few years ago, but California and Texas, the former heading the list, with the latter a good second. The development of this industry in the west has astonished the whole country. California was in the business ten years ago, producing 706,000 barrels in 1894, while the product last year was 29,649,434 barrels, nearly 25 per cent of the total product of the whole country. Texas and Louisiana were non-producers of oil ten years ago, but last year Texas was credited with a product of 22,241,413 barrels and Louisiana with 6,611,419 barrels. Even Indiana produced more oil last year than Pennsylvania.

California has often been held up as one of the most unique states in the Union, and the citizens of that state are naturally proud of her position. She has become noted for the abundance and variety of her fruits, deciduous and citrus. She has something of a monopoly in several products, such as prunes, grapes, raisins, nuts, olive oil, wine and quick-

silver. She claims the only redwood forest of the world. She is the originator of the beet sugar industry, which has assumed such a prominent place. Eastern malsters depend largely on the Pacific states for their barley and hops. The same section abounds in timber, coal and other mineral products of every variety known to commerce. The west furnishes the finest and fattest cattle, and the fleetest and strongest horses.

We have the longest, broadest and most fertile valleys, and the highest mountains, ranging from 12,000 to 18,000 feet, many of them perpetually snow capped. There is unsurpassed scenery in great profusion, including the Yosemite in California, the Grand Canon in Arizona, and the Yellowstone Park in Wyoming. As to climate, there is no end to the variety, and if any one section does not suit the particular physical conditions of the individual, a few hours ride in most any direction will effect a complete change.

A word about the people who inhabit this wonderful section of the world. They are of all sorts and colors, good, bad and indifferent. Among the predominating class, will be found some of the bravest men, some of the fairest women and some of the brightest children to be seen anywhere on the face of the earth. There is health and long life in the west; there is wealth developed and undeveloped in the west. As a final word, "The west the best."

Whereupon the Congress adjourned until 9:30 a. m.

THIRD DAY

AUDITORIUM, LEWIS AND CLARK EXPOSITION GROUNDS,

August 18, 1905, 9:30 A. M.

The convention was called to order by Vice President Prince of New Mexico.

THE CHAIRMAN: Resolutions are in order. There seem to be no resolutions ready to be offered. Reports of committees. Are there any committees to report? Is there any miscellaneous business to be brought before the Congress this morning before we take up the regular order of business?

The Chair may state informally that the Committee on Resolutions has agreed on a resolution in favor of a formation of a department of mines and mining. The resolution is not yet presented to us for action, but probably will be very soon when the committee, which is now in session, adjourns. Meanwhile Hon. J. H. Richards of Boise, who is the president of the American Mining Congress, is present with us by invitation, and will speak on that subject. I have great pleasure in introducing Judge Richards of Boise, Idaho. (Applause.)

JUDGE RICHARDS:

ADDRESS OF HON. J. H. RICHARDS ON "DEPARTMENT OF MINES."

My Friends—I am fully aware of how much reading an address of this character detracts from its free delivery; but owing to my peculiar relations to the American Mining Congress and its deep interest in this great question, it was thought best that nothing be said upon this topic that was not the result of deliberation, in the hope that the paper which I purposed to read to you may be worthy of careful reading hereafter, and be of some assistance in helping to secure us a federal department of mining. Therefore, I will read to you a few suggestions on this topic which I have prepared for your consideration.

To the Members of the Trans-Mississippi Commercial Congress—Gentlemen—Should congress create a department of mines or mining co-ordinate with the department of agriculture? All will agree that if such a department is necessary to enable our government to meet the full measure of its responsibility to the American people, then such a department should be created, otherwise not.

In presenting my views on this important topic, it is not a question with me as to what we owe to mining, but rather what does our govern-

ment owe to the American people, not merely in restraining them from injuring one another, but in aiding them to help one another by a harmonious positive, rather than a discordant negative course. "Harmony is the strength and support of all institutions," and this is especially true in the development and utilization of America's marvelous natural resources, in an effort to bring out the enduring qualities of the citizen, capacity to achieve through the exercise of his higher qualities, and thus enjoy. Our government is but an instrument to this end. This being true, how can our government best equip itself to meet the full measure of this responsibility?

To be sure of our premise let us digress for a moment. What is the purpose of our government as an instrument for our upbuilding? President Jefferson seemed to sum up his idea as to the purpose of our government in his first inaugural address in these words: "A wise and frugal government, which shall restrain men from injuring one another and leave them otherwise free." It was evident to him that the nations of the past had declined and disappeared by reason of "man's inhumanity to man," hence men should be restrained from injuring one another, and leave them otherwise free. This statement is great in its comprehensiveness as a political idea in the then condition of political thought.

But as we see the American people today and their possible destiny, does this idea of the purpose of our government meet their ever expanding needs? We live in a glorious age, on a wonderful continent, and in a splendid country. The natural resources of the country are marvelous and beyond the comprehension of the human intellect. A generous land begets large men, comprehensive in conception, generous in execution: "Tall men, sun-crowned, who live above the fog" of human littleness, men whose enduring fame rests not in granite, but in human hearts, fixed there by the cement of gratitude for benefits received.

Nature was in a generous mood when this continent was formed and our great mountains first echoed to each other: The Being who prepared these plains and valleys for our habitation filled nature's storehouses with minerals, and formed our shore lines for commerce, had in contemplation a generous people, and it calls for a generous heart to interpret what they reveal. Only courageous and comprehensive intellects can enter into the most effective co-operation with our soil, rivers, mountains and old ocean's vast domain and entice from them the ever-widening stream of material wealth that must flow from an intelligent development and use of their combined resources; a wealth of ample proportions to sustain untold millions in a condition of highest growth and happiness. There is a waiting people in this land, possessing the capacity to comprehend, the genius to plan, the wisdom to direct, the spirit to undertake and the force to achieve, an evolution, through a wise use of these resources, worthy of our opportunities.

"We are strong backed, brown-handed, upright as our pines.
By the scale of a hemisphere, we will shape our designs."

Great questions for solution will confront us, financial, industrial, commercial, political and international, but we have the genius to wisely solve them if we but equip ourselves for the contest.

Keeping in view the ultimate purpose of our government and development, the evolution of great human characters, our material wealth is but a means to an end. It is nothing in itself, except to the extent that it aids the American citizen to grow into the full stature of a perfect man.

This being true, the American people must ever achieve their greatest and most lasting victories in peace, and not in war. It must ever

be the hope of the American people that the time will come when we will not need to "learn war any more." While an army and navy are necessary, owing to the condition of human thought throughout the world, still in America they should be used to promote American industry and preserve that which American industry creates; hence industry, and not war, must ever be the foundation of America's increasing greatness.

The empires of the past have declined and fallen because of man's inhumanity to man. If our government is to live on through the ages ever increasing and strengthening, it will be due to man's humanity to man, brought about by proper restraint upon the ill disposed and encouragement to the well disposed.

While governments in the past may have largely meant to rule by enacting and enforcing laws, suppressing vice, or "restraining men from injuring one another," governments in the future must go one step further and lend encouragement to the industrious and well disposed. Government must cease being merely a negative, but must become a positive force for the upbuilding of the citizen; it must not only include within its activities the political, as that term is generally understood, but must also include the industrial welfare of the people as well. It was President Jefferson who said: "Now that we have no negatives of councils, governors and kings to restrain us from doing right, then our legislation should be corrected in all its parts with a single eye to reason, and for the good of those for whose government it was framed."

If the American people are to become worthy of their opportunities, it will be through the wise use of our agricultural, mining, manufacturing and transportation opportunities.

Can our government aid the citizen in these great fundamental departments of human industry? If so, how can it best render wise assistance? Can it be best done as Jefferson said, by simply "restraining men from injuring one another," or can it best do so by also encouraging men to benefit one another? Is it not just as essential to our highest upbuilding, that the government be just as active in encouraging men to benefit one another as in restraining men from injuring one another? Has not the time arrived in the development of the human race, when it is just as necessary to encourage our constructive forces as to restrain our destructive elements? If so, can the government assist in this work, and if so, how can it best be done?

There are at least four great departments in this industrial development of our country's resources, viz.: Agriculture, mining, manufacturing and transportation, that should be united in purpose from a governmental standpoint. With these departments harmonized by wise direction, not by restraining evil tendencies merely, but also by encouraging and aiding good tendencies, there seems to be no limitation to America's capacity to achieve and her people to enjoy.

The following suggestions in this connection may throw light upon the question under consideration.

This nation, to bring out the best in the American citizen, must give him an opportunity to acquire and understand the meaning of real liberty, by a good use of his faculties. By good use I mean bringing to such citizen better conditions. No one so well knows the pleasure of muscular strength as the man who has acquired such strength by wise use of his muscles. No one knows the delight experienced through the possession of great mental powers, except the man who has liberated his mental faculties through a wise use of them. Can our government aid in opening America to the citizen for thus liberating his faculties, by giving a wise direction to industrial tendencies? We have the raw material and we are confronted with the wants of humanity. Can our government aid the citizen in converting this raw material into forms suitable to human needs and transporting to place needed? If it can, then it

should. This involves agriculture, mining, manufacturing and transportation, and commerce results. To meet the demands of commerce, it may be well to consider the following:

1. The warfare we must meet in the future to accomplish our purpose, is an industrial warfare.

2. Our ability to produce cheaply, abundance of raw material, including gold and silver and all forms of industrial metals for the manufacturer, must be the basis of our nation's future greatness, rather than the size of our army.

3. Our ability to produce at lowest cost that which will supply human wants, yet at a profit to us, will be more potent in our upbuilding than is generally thought. This is true because a government for the people must be conducted on a business rather than a political basis, as the term political has been understood heretofore.

In many nations the politician tells the business man what he must do, but in this country the business needs of our country should guide the politician. In other words, our politics should be adapted to the industrial or business needs of the people. Necessity—that is, the needs of the people—must be the basis of our legislation, political theories and our diplomacy. This means honesty in all things. Those in authority are but the agents, who through governmental organization give direction to our business methods, restraining here, encouraging there, and assisting everywhere.

4. Our national influence in securing markets for our products, will be extended more through our ability to supply the wants of humanity, at a profit to us, than by the strength of our navy, necessary as our navy is. This is a mere matter of business. There is no halo around it other than the halo that honesty and capacity in business methods always bring.

5. We possess the natural bounty, from agricultural, mineral and intellectual standpoints, which are the raw material underlying all. But to get out of them that which will make us great and fit us to enjoy, our government must do more than restrain men from injuring one another. It must be so organized and equipped as to help them help one another. The government should be a positive force supporting that which is best, rather than a negative force, simply restraining that which is worst.

6. Under the American idea, the business of our government must extend beyond raising revenue, equipping armies, wrangling over boundaries and restraining evil. It must ransack the earth to find anything new that will benefit agriculture or any other of our national industries. It must aid in seeking markets for American products. It must assist in encouraging scientific methods in farming, mining and other American industries.

7. To meet the full measure of its responsibility to the American people, our government must take every reasonable step to equip the people to triumph in this industrial contest. How can this best be done? is the question of the hour.

The great co-operative tendency in our industrial undertakings is one of the potent forces making our highest industrial development possible, if honestly directed. Honesty applied to these great industrial ventures would render this co-operative tendency invincible.

The government by proper departmental equipment, can do more to bring about honesty in promoting industrial ventures than any other force known to this enlightened age. Dishonesty in promoting and manipulating great corporations cover more ground than mining. If publicity is the remedy, then our government through the legislative and executive branches can create and apply the remedy.

It is the part of wisdom to do things, and do them in a manner that will count for the future. This is what distinguishes us from the

savage, who keeps his attention more upon the present, and is the crowning element of civilization. Therefore, if industry is to be our builder, then it should be directed in a manner that will be most enduring because most scientific. The rivalry of nations is becoming conspicuously an industrial rivalry. Commerce will take care of itself, if you will produce a quality wanted, at a price adapted, transported where needed. Some say the question of capital enters in. There is no question about capital where promotion and management rest on honesty. A billion dollars could be secured any time from the people, for any legitimate undertaking in this country, if assured of honesty and ability behind it. We must meet international competition which is daily becoming more intense. Modern facilities for communication are bringing the nations so closely together that this competition to produce and transport at lowest cost will tax even American ingenuity, courage and enterprise. The use the European governments are making of their highly equipped bureaucratic organizations in industrial fields warns us of our own needs. We must be better prepared than ever before to more than meet the influences of their mighty governmental organizations in seeking the trade of the world. How shall we do this? Simply by equipping our government to more effectively direct the industrial energies of the American people by insisting upon honesty in all the greater enterprises of a general public nature. This will stimulate honesty in smaller enterprises; in fact, make honesty popular. Also by opening new avenues for industrial enterprises and new avenues for sale of American products, and by making it possible to secure better results in present methods. In the light of these suggestions I can conceive that a wonderful uplift can be given to American industrial life through what I call industrial departments of our government.

Can any thoughtful man today doubt the wisdom of creating and the usefulness of our agricultural department? It is making agriculture a science. It is making agriculture attractive. It is making it remunerative. It is making it a source of pleasure to the progressive man. It is lifting it out of the condition of "the man with the hoe" toward what it was intended. It tends to place it on a basis where it should be. Could we do without our department of agriculture now, with all the hope it gives? No, and yet it is just in its infancy of usefulness.

I have not so much to say in favor of the department of commerce and labor, because I do not feel that department rests on the true basis of a department. Commerce is a result rather than a cause. Labor can best be served through avenues of production. I trust I may be wrong in my views relating to this department. But this is no argument against a department founded on an enduring basis.

I believe the great mining industry can be uplifted and the American people thereby blessed by a mining department on as great a scale as this agricultural department which has so blessed our country. Mining furnishes the most enduring material wealth of the world. It takes from none; it gives to all. If there is a seeming taking from investors without giving in return, it is not due so much to mining as to dishonesty and incapacity of those representing it. Cecil Rhodes, one of the world's great miners, says:

"Mining is the backbone of all wealth and the spinal column of all certainty. Of course you can lose your money in mining if you put your money in a mine that is worthless, and in the same way you can lose it if you invest it in a store that contains no merchandise, or in a bank that contains no money. Investigate your mining company as you would any other business. This is easily done, and you will then make no mistake."

The United States produces 37 per cent of the world's coal. Coal made England great. Coal and our splendid water falls will make America greater. The United States produces 39 per cent of the pig iron of the world. This of itself possesses the element of national greatness. The United States produces 51 per cent of the copper of the world. This in its ability to direct currents of electric force gives to the "rock-ribbed earth a nervous system and makes a whispering gallery of the world." America produces 30 per cent of the lead of the world, 57 per cent of the petroleum of the earth and 25 per cent of the zinc, and the mining industry of this country produces annually over a billion dollars in value and 52 per cent of the tonnage of our transportation lines. This establishes its importance to the American people. This justifies us in inquiring what benefits a department would be in aid of this industry that the people may reap the highest reward possible from so important source of supply.

While I shall not attempt to present for your consideration all the benefits such a department would be, I will attempt to state the most important benefits as they appear to me.

In the first place, why have a department rather than a bureau? Because my conception of the purpose of our government is to lay an industrial foundation in this country broad enough to sustain the possible development of the combined material and intellectual possibilities of this most favored land. This cannot be done by the red tape of a bureau; but only by the grasp of America's greatest statesman, who alone are worthy of standing at the head of so great an opportunity. This great responsibility should be presided over by one possessing original authority, power to originate through suggestion and execution. He must not be limited to details, but to creation. He should have authority not simply to go in ruts as bureaus do, but to make a rut as large as a river and let bureaus work on the tributaries. The water shed of this river is the whole world and the tributaries of it will reach into all lands as well as into all conditions of American society. A department of this character is a big thing or nothing.

As I see them, the following are some of the important benefits:

A department of mining would keep the executive and legislative branches in close touch with the wants of mining and allied industries, that a proper foundation for legislation might be made clear, because all legislation should be the child of necessity; that is, the wants of the people and that the political department might know the scope of national and international questions relating thereto.

A department would create a co-operative tendency between the people and the government, not in a paternal sense, but in the sense that the government is but a business instrument through which evils can be suppressed, and good things encouraged. The co-operation between the government and the agricultural department illustrates my idea.

A department would aid in avoiding the great waste now so appalling in mining, because it would aid, as in agriculture, by wise legislation, scientific information, the discouragement of illegitimate promotion, the encouragement of legitimate mining, and giving reliable information to the people of the real worth of mining to them.

A department would aid in placing mining on a scientific rather than a speculative basis as now. In other words, it would, as Cecil Rhodes said, "make it the spinal column of certainty." This would more and more remove mining from gambling and place under it enduring principles of sound business.

A department would not alone be of great assistance to the prospectors, miners and reducers of ores, but would aid in harmonizing mining and allied industries, by making scientific information available

to those who most need it for their own protection, and through such legislation as intelligent experience shows to be in the interests of those who are not in a position to insist on legislation in their interests and well being.

Mining employs a large proportion of the American people.

A department would aid in placing mining on a sound legal basis, a basis in harmony with the highest development, consistent with a just protection of individual rights, and in harmony with all the varied branches of mining.

A department would aid in placing mining on an investment rather than a speculative basis. Look at the great coal and iron mines, the great Comstock, Homestake, Treadwell, and others of a similar character. Why are not such properties a safe and profitable investment if honesty and capacity vitalize their promotion and management?

A department would encourage legitimate mining and the promotion of the same. All dishonesty is not included in mining propositions and management, but mining offers a great field for such methods because of the great profits possible. This is all the more reason why every safeguard within reason should be thrown around such promotion and management.

A department would discourage illegitimate mining promotion and management. Would this be in the interest of mining and the American people? If so, then its importance is conceded and our government should be so equipped that its influence could be felt in this regard.

A department would aid in harmonizing all branches of mining and allied occupations. It would help develop a scientific system of what now is confusion in the minds of the American people. This makes it possible for illegitimate fortunes to be acquired in a manner not possible in any other calling and incomes expanding as our wants increase by tributes unreasonable and undeserved.

A department would aid in giving proper recognition to the future possibilities of Alaska, one of the greatest storehouses of mineral wealth now known. That territory, properly guided and conserved, will prove one of the greatest bulwarks of this country in its hours of trial and need. It is of interest and importance to the American people that this great heritage be properly fostered.

Then, taking the question as a whole, the purpose of our government, our wonderful mineral resources, the ever-expanding wants of the world in the light of modern civilization, the competition we must meet, the enduring strength scientific industry gives to a people, the courage that comes from enlightened selfishness, the character building possible in wresting from the combined resources at our command, the wealth they can give, and the statesmanship resulting from guiding so great a purpose—does it not seem necessary to have such department that tangible results worthy of such opportunities may be realized, especially when we know that “to protect and encourage the productive industries of the people is the highest type of statesmanship under any form of government”? If so, then such a department should be created, otherwise not.

It is known by all who pretend to keep themselves in touch with agricultural conditions in this country, what the department of agriculture has done for this industry, how it has enlarged our markets for these products, diffused essential information relating to crops, soils and tillage, how effectively it has assisted the agriculturist in fighting the pests that have lessened his profits, and how it has invested agriculture with a new dignity and importance by making it a scientific occupation. We contend this department has demonstrated the necessity of such a

department in enabling our government to bring to the American people that which intelligence alone can give.

I now believe as firmly as I believe in my country and its destiny, that a department of mining would bring to the prospector, the forerunner of promise; and the miner, that scientific information concerning mineral formations, the character of various ores and their proper treatment, to convert them into a condition of usefulness, that would return to the American people a far richer legacy than the department of agriculture is bringing and will bring them. This co-operation on the part of our government may give prospectors just the chance in life they so richly deserve and which may be vital to their success in giving to the American people the treasures of earth. It is just as important to the American people that our government prosecute this exhaustive geological research in every mining district that will make the work of the prospector and practical miner and the reducer of ores easier, cheaper, more certain and more remunerative as for the government to ransack the earth to find a remedy for the San Jose scale in fruit trees, make elaborate experiments in the cultivation of tea, cotton, grains and grasses. No intelligent man can doubt the beneficence of such governmental work. A new impetus and dignity would be given to mining through such a department, the wholesome effect of which would stimulate all industry.

Therefore, to my mind, the creation of a federal department of mining by congress, rests on service to the American people by our government. That which will equip our government to wisely direct the industrial life of the American people in harmony with the fundamental political principles underlying our national existence will of necessity energize our national vitality, encourage legitimate human endeavor, discourage our one great internal foe, dishonesty in high places, stimulate individual and co-operative industry, inspire us with a greater unity of purpose as a people, strengthen our grasp on that which is best, and thereby wrest from our opportunities the enduring results that are legitimately possible. This department would enable the people of this country to clasp with a friendly hand that which is the backbone of America's most energizing and enduring source of material wealth and the spinal column of our industrial life—mining. (Applause.)

At the conclusion of Judge Richards written address, he said:

I am speaking simply for myself, not for the American Mining Congress; I would not want any mistake or lack on my part to detract from the great work that congress has in view; therefore, I am not speaking for the American Mining Congress, but for myself, because that congress does not want to be held responsible for any lack on my part. This question, so far as I can discover, has not been discussed by any of our greatest statesmen. I can find nothing that has been written on the subject, nothing in the Congressional Record that seems to throw any light on the topic; and therefore if there are any shortcomings in the few suggestions I have made the mining congress should not be held responsible for it. If there is any good in it, I am perfectly willing to give the mining congress the benefit of it. When I see the great Pacific country bordering upon this great Father of Waters, and realize the opportunities we have in this inter-mountain region, and the great wealth of Alaska; and when I see how much it needs the broadest statesmanship of our nation's greatest men to comprehend it all, it seems to me there should be placed at the head of this great industry some man large enough to comprehend the country's need along the laws of mining, because of the enduring wealth which

it gives to the world. There are no more courageous and vigorous American citizens than those we have engaged in mining; it seems to give them an enduring quality, the same as the metal which they bring from the bottom of the earth. It is for this reason that that great source of the world's enduring wealth in this country should be guided and served by the highest statesmanship, and the greatest organization it is possible for this nation to give to the world. We have the statesmen, we have them, we have the opportunities and the mineral wealth and the whole of the Orient at our command; and there will be yet gliding across the bosom of this great deep west of us, a commerce such as the world has never seen, if we but take advantage of our present opportunities and organize this government to meet intelligently and generously the wants of humanity of that great world which is just opening to a new civilization. I hope that a resolution will be passed which will express the confidence of this Congress in this question of a department of mines and mining, and which will express it strong enough to be heard in the halls of congress. I thank you for your attention. (Great applause.)

GEN. ANDERSON (Oregon): Mr. President, will it be in order now to ask the speaker a few questions?

THE CHAIRMAN: Yes, that is in order after every address, or remarks are in order, and asking of questions is of course at the option of the speaker.

JUDGE RICHARDS: I do not mean to say that I can answer all questions, but I will be glad to have any questions asked, and if I can answer them I will gladly do so.

GEN. ANDERSON: I would like to ask if the Mining Congress has any plan to prevent what is called "The crime of Amalgamated," without assuming that there is a crime of Amalgamated, such as we have read of in the articles by Mr. Lawson. If such a thing is possible, I would ask the honorable gentleman if the Mining Congress has any method to propose to meet that condition of the big fish eating the little fish; of inside syndicates booming or developing stocks to the detriment of the small investor.

JUDGE RICHARDS: I would answer the gentleman in this way: That the board of directors of the American Mining Congress have discussed that very carefully at many meetings, and we have come to the unanimous conclusion that there is no force in this country that is able to compete with the one suggested by the gentleman, except the government of the United States; outside of merely educating the public to a higher standard of business methods. As I suggested awhile ago, if honesty was back of our great financiers in high places, as much as ability is behind them, there is no nation, or any half dozen nations, on this earth that could compete with this country in its industrial development. (Great applause.) There is our great lack, therefore; the only thing to do is to bring the right kind of pressure upon it, or an organization such as the

great government of the United States; and the time is coming, if it is not already here, in my judgment, when that government must establish the fact in the minds of the American people that it is greater than any corporation it ever created. (Great applause.) That about covers the general idea of the matter, I think.

MR. LOVERAN (California): I have been very glad to hear this discussion. This is a question that I have always been greatly interested in, for the reason that in my business career throughout the United States I have found an influence that properly put in motion could create a power beyond anything that we have to take care of all these little disturbances which are bound to arise and ruin the business interests of our country. I mean the organization of the whole business interests of the United States to protect and take care of the business interests of all concerned. This is something I have never heard mentioned anywhere, but as I see it, the only way out of the difficulties mentioned is the organization of the whole business interests of the country, which would make a power beyond anything we have, to take these matters in hand for the best interests of all concerned. We have a great railroad trust, which is the greatest combination in the world; we have our capital trusts, our newspaper trusts, labor trusts, and all those propositions with nothing to guide or regulate; like a steam sawmill, if we turn the steam on with nothing to regulate it, what can we expect? As the gentleman says, what shall that power be? It shall be the organization of the whole business interests of the United States.

DR. GEORGE P. NEAL (Iowa): I desire to offer the following resolution:

DES MOINES MISSISSIPPI DAM.

WHEREAS, The Trans-Mississippi Commercial Congress has from the earliest conception of the idea, and has at every meeting of this body, lent aid and comfort to the evolution of the project of the proposed high dam across the Mississippi river to develop the electrical power at the foot of Des Moines rapids.

WHEREAS, An enabling act authorizing the construction of the same has passed both houses of congress and has been signed by the president of the United States (February 9, 1905).

WHEREAS, The legislatures of many states representing views of their constituents have passed resolutions favoring it, the United States army engineers having fully endorsed it as ideal.

WHEREAS, The proposed dam between the cities of Keokuk, Iowa, and Hamilton, Illinois, is situated in the geographical center of the middle west and within the commercial center of the railroad and river freight traffic of the United States.

WHEREAS, The proposed dam will be the greatest triumph of engineering skill and the water power the greatest of the kind, except the combined works at Niagara. The dam itself will be the greatest in the world, except the system built by the British in the Nile.

WHEREAS, The said dam to be built across this great river, which with its tributary waters the most fertile lands of the globe, its millions of

highly enlightened inhabitants pay for the early construction, in order to utilize this tremendous power which at a minimum estimate is 60,000 electrical horse power, with a maximum double that amount; therefore,

Be it Resolved, That it is the sense of this Congress, held in the City of Portland, Oregon, August 16, 1905, that all fair and honorable means be taken in the interest of the early construction of this great cheapener of electrical power.

Resolved, That this body express its satisfaction at the success of this measure and its appreciation of the broad-minded policy of our representatives in congress who have opened up a wide field for manufacturing; and be it

Further Resolved, That this Trans-Mississippi Commercial Congress pledge its effort to enhance this great interstate improvement.

HON. CHARLES L. EARLY.

HON. HENRY STONE.

HON. JOHN L. KAMRAR.

HON. C. R. CORNELIUS.

HON. LUKE HUISKAMP.

HON. FRANK B. COLE.

DR. GEORGE P. NEAL.

HON. C. F. SAYLOR.

HON. E. H. HUNTER.

HON. JNO. CLASSEN.

HON. A. H. GALE.

THE CHAIRMAN: The resolution will be referred to the Committee on Resolutions:

GOVERNOR CRITTENDEN (Missouri): Mr. Chairman, I see the time has arrived, and the gentleman also, who is to address this audience, the president of the greatest exposition the world has ever seen, Governor Francis; and if it is in order I move now that we have an intermission to give us the pleasure of hearing Governor Francis on this occasion. I know there are a number of people here who desire to hear him. I have heard him often, on all occasions and on all subjects, and I have never been disappointed in anything he has said. I make the motion that we now hear Governor Francis.

The motion is seconded.

THE CHAIRMAN: No motion is necessary. The Chair was just about to make the announcement that it was the first matter on the program today, but Governor Francis was not present at the opening of the session. It is with great pleasure I make the announcement to the Congress that Governor Francis is now with us, one whose reputation is great as a governor, great as a secretary, great as a man of affairs, and whose name is now synonymous with success in great expositions. (Applause.) Governor Francis needs no introduction to any audience anywhere in the United States. (Applause.)

GOVERNOR FRANCIS:

ADDRESS OF HON D. R. FRANCIS.

Mr. Chairman, Members of the Trans-Mississippi Commercial Congress— I am an accredited delegate to this Congress and I feel honored by being so, but I have not attended its sessions because I was endeavoring to avoid the task of delivering what may be called an address. I have made a few desultory talks during the past year or so, but I can't say that I have ever read a paper or delivered any talks that might be dignified as an address. I am glad to have this opportunity to appear before this representative body of men for several reasons. In the first place, I desire on behalf of the universal exposition held in St. Louis in 1904 to thank the Trans-Mississippi Commercial Congress for what it contributed towards bringing about that exposition, and towards that measure of success with which it is credited. I well remember when the meeting of this Congress was held in Houston, Texas, I journeyed uninterruptedly from New York City to Houston in order to appear before the Congress to enlist its aid and encouragement toward an international exposition which we were then planning to commemorate a great event in the country's history. I also well remember attending the meeting of this Congress at Wichita, and upon both occasions ringing resolutions were passed by the men representing the great territory whose acquisition we purposed to celebrate, asking congress and the general government to recognize this effort on the part of the Louisiana territory, and asking all sections of this country to participate in that exposition. You will remember that a period of five or six years elapsed between the time that this celebration was spoken of and the holding of the exposition. This is the first meeting you have held since that exposition terminated. I come to you as its representative to render an account of my stewardship. I come on behalf of that exposition to thank this Trans-Mississippi Commercial Congress for its very efficient aid in bringing about that exposition, which has gone into history. I leave it for others not connected with the management to say whether it was a success, to say whether the assembling within the limits of the Louisiana territory in this Trans-Mississippi country, of the representatives of all the states and territories in the Union, representatives of every civilized country on the globe, of the installation of the best products of the human brain and brawn, as to whether a competition between all classes of men and all sections of the world was properly conducted and in a fit manner commemorated one of the greatest events in the history of civilization; I mean the purchase of the Louisiana territory. That exposition has ended, and its gates have been closed, but the effects of that exposition, its far-reaching influences will continue to be felt for a generation to come.

If we of St. Louis expended, as we did, \$10,000,000 without expecting any return in dollars and cents; if some of us devoted six years of effort to inaugurating and conducting that exposition without expecting or receiving any commercial return, we still feel that we have been more than amply compensated for all of our expenditure of treasure and of effort.

We trust the country cherishes the same feeling concerning that universal exposition. I know of no event in this or any other country that has contributed so much toward the promotion of universal good feeling of all races and all nations as did that exposition held in St. Louis last year. I believe it was one of the prime causes, if not the main cause, of the two great nations of the world who are now engaged in deadly strife, consenting to have their ambassadors meet in this country in an effort to negotiate terms of peace. (Great applause.) Within

the gates of that exposition was held an international peace conference, where all the great nations of the earth were represented. The expression of good feelings there made removed the necessity for any bitterness between any races or any sections of the earth. Think what it means to have assembled within the limits of our own country all of the highest products of the human hand and human brain! All over this country today—and I dare say the same state of affairs exists in other countries—you may see that universal exposition alluded to in the sale of products of all the factories on the globe. The standards of international competition were fixed at that exposition. Those standards were continued until another international exposition is held. There will be other international competitions, but I think it will be a long time before there will be a universal international competition. By universal I mean a competition in the products of every line of human endeavor. There will be several international expositions, in electricity or education, or machinery, or perhaps in agriculture, but in my judgment it will be a long time before any city in this or any other country undertakes to assemble in friendly rivalry all of the peoples of the earth in all of the lines of their energy and enterprise. I doubt whether such another effort would be commendable, whether the game would be worth the candle.

The advantage of an exposition where you can, without wearing yourself out, see all of its beauties, is fitly illustrated in Portland. No exposition of any size ever had a more beautiful setting than this, and no visitor from wherever he may hail can view the exhibits in this exposition without being interested and edified. I have talked of expositions so much that I think many of you, if not all, must have heard me from time to time give expression to these thoughts.

I wish, without trespassing upon the time of this Congress, to say a few words upon other subjects. I desire to commend the spirit and the motive which brings annually together representative men from different sections of this country to exchange views upon questions that agitate the public mind, and which are dear to the hearts and interests of the people whom they represent. You do not come here for the purpose of promoting personal or selfish ends. You come to lay before this assemblage of representative men the needs of your section of country. You come without any hope of reward, other than a consciousness of a duty well performed. It has been said that such Congresses as this should not be confined to a section of the country. That instead of being Trans-Mississippi in name and membership, this Congress should be national. There are national congresses of this character, and they are not without their effect. It is eminently proper that this great section of country in which we live should occasionally have such an assemblage as this in which may be discussed its interests as distinguished from the interests of the other section of the country, and in which there may be arranged a unity of action, without which we can accomplish nothing, and without which in the present existing state of affairs our interests would be neglected to the advantage of other interests of this country. The subjects which you consider are numerous and various. I have sometimes thought, however, that the influence of this Congress might be greater if we confined our attention to fewer subjects; if, instead of having a long set of resolutions giving expression to our convictions upon various local matters, we confined those expressions to two or three subjects in which we are deeply interested, and then appoint committees to go to congress and lay before that body the sentiment of the west concerning those subjects. If we did that, our influence perhaps might be greater and our work more effective.

To you people of the Pacific coast, as well as to us who live on the banks of the Father of Waters and its great tributaries, there is no subject of greater importance than the improvement of our navigable waterways. (Great applause.) I think the tendency of this day is to overlook the importance of water navigation. There has been such rapid improvement in the construction of railroads and their operations that we have been inclined to feel that railroads could do all of the transporting of this country without the aid of our rivers, and without perhaps the improvement of as many harbors in this country as we desire to see improved. I am very far from failing to give credit to the great transportation lines of this country for what they have contributed towards its development and progress; but I do maintain that the most healthy regulation of these great railroads are the navigable streams which come into competition with them. I believe, and I have said it time and time again, during the past twenty-five years, that it is a crime for the people of this country to permit the Mississippi river to be unused as an artery of commerce to the extent that it has been. I believe if that great waterway were in one of the European countries, if necessary for its use, it would be deepened from St. Paul to its mouth; that, if necessary, there would be a continuous levee built along its entire length. They are building great canals in England and in Germany, where there are no waterways, for the purpose of holding the railroads in check, and of cheapening modes of transportation. It has been said that the improvements in locomotives, in railroad iron, and in the capacity of the cars, will enable the great transportation lines of the country to carry freight cheaper by rail than it can be carried by water. It is only necessary, to show the fallacy of that reasoning, to call the attention of an audience such as this to the fact that in the case of the Mississippi river, for instance, there is a great waterway provided by nature; all that you have to do is to keep its channel so under control that a depth of water will be maintained sufficient to permit the navigation of the stream by barges carrying hundreds of tons at a load. Do you mean to tell me that such a waterway as that, provided and maintained by nature, cannot perform the same service at less cost than the railroad that parallels it, which costs from \$40,000 to \$70,000 per mile to construct, and which costs 50 to 60 per cent of its gross earnings to operate and maintain, which has bonds on it for 25 per cent more than it costs, and stock on which earns possible dividends for as much as all of the bonds combined? I am not disposed to inveigh against the railroad interests of the country; I have had some experience as a railroad man, and I have railroad interests today; but I believe we are guilty of great neglect in the Mississippi valley if we fail to utilize the Mississippi river. I know that you people on the Pacific coast are as much interested in the improvement of your navigable waters, and we, by uniting with you, might be able to impress on future congresses the importance of improving these navigable streams. (Applause.) I am not sectional in my conviction, and certainly do not intend to be in any of my public utterances. At the same time, my friends, it is proper that we of this Trans-Mississippi country should meet and confer from time to time as to our interests, and should make plans to be carried out by concerted action. There has never been a time in the history of this country when we had greater opportunities than we have today. You see now, being held in Chicago, an assemblage similar to this, whose deliberations resulted in a set of resolutions which will be heard all over this country. That convention, as is this, was non-partisan in character. I am not going to speak of what that convention did, other than to say that its incentive was the conviction upon the part of those who planned it that there was over-production in this country; that we are, or soon will be, unable to find a market for all of our agricultural and manufactured products. It

was for the purpose of opening up new channels of trade, or of preventing barriers being placed in our present channels of trade. I think the effect of that convention will be widespread and wholesome, but in what direction lie these new channels of trade upon which the great producing interests of this country rely, to which they look forward with such glowing hope? It is the Orient. They expect to find a market for these surplus products across the country which we inhabit and which we represent here, and through the harbors along your Pacific coast. The interest that the people of this country feel in this trade is demonstrated by the universal interest that is cherished in the Panama canal, which forced the government to take up that subject and make an appropriation ample to construct that canal. That may bring us of the Mississippi river closer to the Pacific coast. I hope I will live to see the day when ocean steamers will be loaded in St. Louis and unloaded here on the Pacific coast without breaking bulk in transit. (Great applause.) Gentlemen, the eastern section of this country has contributed its full share toward our glory and prosperity, and it has had its due share of recognition during that time from the general congress. I do not mean to say that we have been hewers of wood and drawers of water, but I do mean to say that we of the west, and of this Louisiana territory, have done our full share toward contributing to the glory and wealth of the United States (applause); and I mean to say that we are entitled to full recognition in every respect from the federal congress and treasury. These waterways that are navigable should be improved; these harbors of yours should be deepened. Appropriation for the construction of the Panama canal was, in my judgment, a wise one, and I am sure that the efforts now being made by the President in the White House to construct that canal promptly and economically will be carried out if he has the ability and his life is spared to do it. (Applause.) God hasten the time when that canal will be completed. That will be a waterway which will be a panacea for your evils; it will be a competition between the rates that prevail between the Atlantic seaboard and the Pacific coast and between the Mississippi valley and the Pacific coast. That is why I say that canal should be completed, if for no other reason; that is why I say that the Mississippi river should be improved, if for no other reason; and we of the west are beginning to feel our independence financially as well as politically. The time was not more than two decades ago when there could not be a railroad built west of the Mississippi river unless we got the consent of the New York financiers and had them furnish the money for its construction. How is it today? I can speak for my own section of country, and those who are here will corroborate my statement, when I say that when we think a section of the country needs a railroad we build it; we do not go to New York and ask their consent to build it. (Applause.) We are doing what we consider is proper to be done for the development of that Mississippi valley and we are sure you on the Pacific slope are doing likewise here. If you can encourage us as you did by your participation in the Louisiana Purchase Exposition of last year, you promptly avail yourselves of the opportunity to do so. If we can encourage you in any of these undertakings, it is not only our duty but our pleasure to extend that encouragement. (Great applause.)

Now, my friends, I do not want to detain you. (Cries of "Go on, go on.") I came here for the purpose of visiting this exposition, and attending the sessions of this Trans-Mississippi Commercial Congress; but I was not aware until I arrived in the city that I had been appointed a delegate. I should not have waited, however, for an appointment from any source; I feel at home in any assemblage of Trans-Mississippi people, especially in this Congress, whose sessions I have attended in preceding years. I trust that these annual assemblages will continue; that every year, if possible, the membership of the Congress will become

more representative, and that instead of having a series of resolutions that try to encompass every subject with which the attention of man is occupied, it will systematically give forceful expression to its views from certain subjects which are of vital and immediate interest. The question of irrigation is one that should deeply concern all the people of this section of the country, and we of St. Louis and the Mississippi valley are interested in it because there are great sections of arid land tributary to us which could be made to blossom as the rose if irrigation were extended to them.

Another subject which I see has interested this convention, and one which very properly should receive from you some expression, is that of immigration. You of the Pacific coast have had that problem to consider for many years past. It has been solved by national legislation according to your behests. We who live farther east, and all of the people, especially of the Atlantic seaboard, are beginning to realize that this question is one they must consider and solve anew. When we have one million immigrants landing in this country in one year we must look to the character of that immigration if we would preserve our national institutions. (Great applause.) There is already an immigration law that prevents the admission of contract labor; that extends, of course, to the Pacific coast as to all borders of the country. Your laws prohibiting the importation and immigration of Chinese at all is one to which we of the east have not given very close attention, because we have not seen the effect of unrestricted Chinese immigration as you were beginning to see and feel it when the Chinese restriction act was passed. Now, I want to say this from my limited experience: I had a little experience with China during the St. Louis exposition. China gave at the universal exposition of 1904 the first official representation and participation that it ever gave to any exposition. Feeling grateful to this country for what we have done for it when the attempt was made to dismember the Chinese empire, in deference to our representatives who were sent to the emperor and empress dowager of China, that country made liberal appropriations for representation at the universal exposition of 1904, and its exhibit there was of the most interesting character. Complaint, however, was constantly made to me of the indignities to which the Chinese were constantly subjected when attempting to enter this country by the Pacific coast. That is one of the reasons why the people of this country are beginning to feel that this Chinese restriction is too restrictive. (Applause.) It is because the educated people who have come here from China, tourists and visitors, who have not come with any intention of settling in this country or abandoning their native land, have been subjected on the Pacific coast to the grossest indignities. It would seem that the people who have had the enforcement of that law have attempted to make it odious to the people of this country by the manner in which they have enforced it. We of the eastern portion of this country do not advocate that the gates be thrown open upon the west to the unrestricted importation of coolie labor, nor of any other kind of labor. We are desirous, however, as you are, that this rich field in the Orient should not be ignored by the law makers of our country at a time when our production is so large that it is a problem to find markets for what we produce in excess of our own consumption. At the same time, I would be untrue to my feelings and utterances if I failed to make this additional remark, that there is something that is dearer to us and of greater value to us than even finding a market for our surplus products and increasing the commerce of our country, and that is the preservation of the purity of our citizenship and the perpetuity of our republican institutions. (Great applause.) We do not wish to permit the coming into this country of any element of any race from any country on the globe who will not come here and appreciate our institu-

tions, enter into the spirit of American citizenship, and entirely divorce themselves from all fealty to the countries whence they hail, because a temporary advantage to us is one that we should not appropriate if it is going to result in a limited or permanent injury, or the weakening of our republican institutions.

I said here three days ago when replying to an address of welcome from the president of this beautiful exposition, that one of the best qualities of an exposition, one of the greatest benefits it bestows, is inspiring people with a desire for knowledge. I can see a change in the section of country around St. Louis between three years ago and today. The people know more and live better; they have a greater desire for knowledge. It is education, which is the very foundation or corner-stone of our republican institution; we want the people who come here from foreign countries to be imbued with the same spirit. Education is the corner-stone and patriotism the foundation of this Republic. (Great applause.) I thank you, Mr. President, and ladies and gentlemen, for your patient hearing. (Great applause.)

GENERAL NOBLE: Mr. Chairman, I ask permission to submit a resolution, which I will read if I may be permitted:

THE CHAIRMAN: Certainly you may read it, and then it will be referred to the committee under the rule.

GENERAL NOBLE read the following resolution:

CONSULAR SERVICE.

Resolved, That while this Congress recognizes the consideration given and the improvements made in the consular service, it still urges as its judgment, as heretofore often expressed, that the business interests of the country and the public welfare require that appointments to this service should be based on experience, ability, character and loyalty, unbiased by political considerations, or personal favor.

MR. MAHER (Oklahoma): I desire to offer the following resolution:

OKLAHOMA AND INDIAN TERRITORY.

Resolved, That it is the sense of this Congress that the people resident in the domain now named the Territory of Oklahoma and the Indian Territory, upon their application therefor, are entitled to admission to the Union of the United States upon an equality in all particulars with any other of the states.

THE CHAIRMAN: It will be referred to the Committee on Resolutions.

TOM RICHARDSON (Oregon): I desire to have permission to forward to President Roosevelt a telegram of congratulations upon his attitude in behalf of humanity in his relations with Japan and Russia.

Permission was given. The message follows:

MESSAGE TO PRESIDENT ROOSEVELT.

Theodore Roosevelt, President, Oyster Bay, L. I.—The Trans-Mississippi Commercial Congress, now convened in sixteenth annual session, by a standing vote has unanimously commended you for the initiative which you have taken for the re-establishment of peace between Japan and Russia, and earnestly hopes that your laudable effort will be crowned with complete success.

THEODORE B. WILCOX, President.
ARTHUR F. FRANCIS, Secretary.

MR. LOGGIE (Oregon): I desire to offer the following resolution, Mr. Chairman.

COOS BAY HARBOR.

Resolved, In view of the increasing importance of the country tributary to and served by Coos Bay, this Congress would most earnestly suggest to the federal government our conviction that this harbor should be improved by dredging the inner harbor channels and strengthening and extending the jetties at entrance to the bay. Further, as the government has at this time the dredge Chinook lying out of commission at San Francisco, we would urgently recommend that this dredge be sent to Coos Bay and be instructed to dredge the inner channels of the harbor.

THE CHAIRMAN: The resolution will go to the Committee on Resolutions.

MR. LOGGIE: Mr. Chairman, I wish to read a brief paper on this subject.

THE CHAIRMAN: You will be allowed but three minutes under the rule. There will be ample opportunity to discuss all of these resolutions when the report comes in.

MR. LOGGIE thereupon submitted the following paper, a portion only of which he read.

Gentlemen—I beg leave to submit the following paper pertaining to the resources, industries, commerce and products of the Coos Bay country. In bringing this paper before the Oregon Development League, a conscientious and earnest endeavor has been made in the gathering of facts regarding the Coos Bay country so that the members or others who have access to the league's records may, if they wish, follow up such things in this paper as may interest them.

Realizing fully the vast importance of providing the league with only such information as will bear the closest scrutiny, a special care has been given in this paper to the complete elimination of all statements tending, ever so slightly, to extravagance, the real tendency being rather to slightly understate them than to overrate.

All facts and figures given are from sources of absolute, final and unimpeachable authority and upon those honest facts North Bend and Coos Bay rests its case.

In using the term "Coos Bay Country" in this paper it may be indefinite to a great many delegates to this league. Its meaning may be vague to them. If it is, let us get a large wall map of the United States, and enclose with a pencil the following territory in a heavy

black mark: Beginning at Coos Bay, follow the coast north to the mouth of the Siuslaw river, thence east to the crest of the Cascade mountains, thence south to the California line, thence west to the coast, thence to Coos Bay, the point of beginning.

This territory that is enclosed within the pencil marking is the Coos Bay country.

To make a comparison which will give an idea as to its area, let us this time enclose the following territory in a heavy black mark: Massachusetts, Connecticut and Rhode Island, on the Atlantic coast.

When this has been done, let us step back far enough from the map till the eyes focus themselves on both coasts, and we will observe that both territories within the enclosed pencil marks are nearly the same in area with the Coos Bay country the larger, so much so that to give full measurement we could throw in the District of Columbia, but to get it back would require a search warrant to find it. By again looking at the map we will also notice that the two pencil markings which enclose these respective territories lie in the same latitude, which, if we look at a map of the globe, we find is the great business belt around the world, or the international highway of traffic, where the east and the west span the shortest possible distance in exchanging products. Again note another comparison, the one pencil line encloses the great states situated on the Atlantic, with a coast line of over two hundred miles, with a score of seaport cities, while the other—the Coos Bay country—here on the Pacific, with an equal mileage of coast line, has but a single deep water harbor—Coos Bay.

But, you might ask: "Why take a map and put a pencil line around a given territory in Southwestern Oregon and then call it the Coos Bay country? To answer that, let us look at a map of Oregon, and particularly the southwestern part of it, and if we follow the lines that mark the river courses with their tributary and mountain ranges within the boundaries made by the pencil mark we will be forcibly struck by the fact that the Coos Bay harbor is approachable from every productive section by a down grade route. From all points within the pencil lines it is easy going to Coos Bay. This, then, makes it a fact of tremendous significance. The law of nature that makes water run down hill applies with dominating force to heavy transportation of a productive country.

Freight traffic will follow the line of least resistance. It will take the down hill track.

With this principle in mind, let us now turn to a topographical map of Southwestern Oregon, and while tracing up stream from Coos Bay and the coast on each side, the lines of water courses we will discover the ramifications of commercial Coos Bay.

Thus we will see that this territory is marked out by conditions of nature which no art with the lead pencil can change, as tributary to the common center of Coos Bay.

Therefore, we are justified in accepting the title which the conditions of nature have conferred, "Coos Bay Country." So, therefore, any and all efforts to direct the traffic of any part of this territory into other courses and other centers must run counter to the law of gravity, and while for a time they may appear to be successful, they must in the end, when competition presses, fail. Coos Bay being the place accessible to the ships of commerce, and where the productions of the vast tributary country can be most easily and cheaply massed, makes it impossible to divorce the interests of the Coos Bay harbor from the tributary country. Or, in other words, the business and commercial interests in all that country which by the laws of distance and grades is tributary to Coos Bay harbor should co-operate with the interests on the bay for the improvement and betterment of the Coos Bay bar and inner harbor while

the commercial interests on the bay should reciprocate by aiding the interior interests with transportation facilities.

Before giving data pertaining to the Coos Bay bar and harbor or the needs of railroad facilities to the harbor, I will give a short summary of the great timber, mineral and agricultural products that will eventually pass through the Coos Bay harbor to their final markets.

In the reports on the forests of the United States prepared by the United States geological survey, under the direction of Professor Henry Gannett, it will be found that the total standing timber in the United States is a little less than one thousand billion feet, B. M.; of this the report states that the state of Oregon has two hundred and thirteen billion three hundred and ninety-eight million feet, B. M., or a little over 20 per cent of the standing timber of the United States.

And, according to these same reports, we find that the Coos Bay country has standing ninety-five billion feet, B. M., or nearly 50 per cent of that of the total standing timber in Oregon, or 10 per cent of the total standing timber in the United States today.

These ninety-five billion feet in the Coos Bay country, if with the annual increase of the growth, were cut at the rate of one billion feet a year, would last over a hundred years. If this vast forest of timber now standing in the Coos Bay country were cut into lumber and sold at the present market price, it would bring the enormous sum of nine hundred and fifty million dollars, or 50 per cent of this timber were to be shipped to the middle and eastern states, at the present freight rates, the trans-continental roads would get over seven hundred million dollars for hauling it, which they eventually will.

And when the remainder is shipped via the harbor of Coos Bay—which it will—nearly three hundred million dollars will go to the vessel owners for freight.

Loggers and lumber manufacturers say that 70 per cent of the price received for lumber at their mills goes for labor.

So if the Coos Bay country cuts a billion feet a year, nearly seven million dollars annually will go to pay for labor. The Coos Bay country forests consist of fir, white and red cedar, spruce, hemlock, larch, yellow and sugar pine, oak, maple, ash, alder, myrtle, and numerous other varieties.

The fir of the Coos Bay country is known as the Oregon fir. It has no equal among timbers of the world in the variety of uses to which it can be put. According to governmental tests it is stronger than oak. Tall, straight as an arrow, without a limb for a hundred feet.

Next in importance to the fir is the white or Port Orford cedar, growing only in the Coos Bay country; it is one of the most valuable species found on the coast. It is tough, durable, fine of fiber, making an excellent finishing lumber, and can be used for so many purposes that it is much in demand; it is used much in shipbuilding for finishing lumber, and brings a high price.

Red cedar grows along the water courses, though the amount is limited. Spruce grows in considerable quantities; is also a valuable timber; it also makes a fine finishing lumber.

Hemlock is found growing all over the country, scattered at intervals through the other bodies of timber. It is also a valuable timber, there being absolutely no comparison of the hemlock of the coast with the hemlock of the east, so far as their relative values are concerned. Sugar pine occupies an area in the southeastern part of the Coos Bay country, where it is mixed with yellow and white pine and fir.

Incense cedar is found along the coast in considerable quantities. Myrtle is one of the finest woods that grows. It is very hard, fine grained and susceptible of very high polish. For fine hard wood finish-

ings and furniture, it cannot be excelled. The largest stand is found near Coos Bay.

Ash, oak, maple and alder are found in considerable quantities scattered all over the country.

As regards size and quality, the remarks regarding myrtle will apply to maple.

For furniture, flooring and inside finish, this lumber has superior qualities.

The timber of the Coos Bay country can be cut into lumber and put on the high seas through the harbor of Coos Bay cheaper than can be the timber similarly situated near any other harbor on the Pacific coast. This is admitted by Pacific coast lumbermen. This, then, gives the Coos Bay country an inalienable advantage in the lumber markets of the world, as the Pacific lumber is sold in all countries on the globe.

COAL RESOURCES.

Coos Bay is the only fuel harbor south of Puget Sound, which gives it an inalienable advantage over harbors without fuel. Every locomotive and steamer that goes out of Portland, Eureka, San Francisco, San Pedro or San Diego uses coal that comes from Coos Bay, Puget Sound, Wyoming and British Columbia. The geological map of the United States shows vast coal fields in the Rocky Mountains, middle and eastern states, but on the Pacific coast are two small specks, one in the state of Washington, and the other in Oregon around Coos Bay.

The accessible area of the Coos Bay coal field is nearly three hundred square miles, with an available gross tonnage of over a billion tons. If this were to be mined at the rate of one million tons a year it would take a thousand years to exhaust this field.

The coal fields around Coos Bay are not the only beds in that region.

New discoveries have been made at several other places, some of which are high grade bituminous coal, adapted for domestic, coking and blacksmithing purposes. Some of these beds are over twenty-five miles in extent. So the amount of wealth contained in the undeveloped coal deposits of the Coos Bay country is beyond calculation. The tonnage and value of these deposits will simply result in figures that cannot be fully grasped or realized.

MINING.

The United States geological reports and the history of the Coos Bay country shows that the mineralized portions of this section is the richest and largest in the state of Oregon.

Gold is not the only mineral found here—silver, cinnabar, lead, nickel, copper, platinum, molybdenite, aluminum, asbestos, gold, coal, iron, clays, lime, marble, quarries of the most precious stones, such as jasper, jade, agate, opal, and hundreds of others; in fact, every mineral known to commerce.

The United States mint report for 1904 states that nearly 80 per cent of the gold mined in the state of Oregon comes from the Coos Bay country.

Today, according to the United States geological survey report, of the total platinum mined in the United States, over 12 per cent comes from the mines of the Coos Bay country.

WATER POWERS

Outside of mining and lumbering the undeveloped water powers of the Coos Bay country promises more wealth to the investor than any

other industry there. No country can boast of better topography in this way than the Coos Bay country. From east, north and south comes numerous streams bounding down from almost inaccessible heights, ready and willing to do the work of the power plant.

AGRICULTURAL.

According to the United States agricultural statistics and the numerous reports published by the Oregon agricultural college, show that by comparing with other localities, the agricultural lands of the Coos Bay country are better, stronger and more fertile and, together with the climate, makes possible a range of agricultural productions embracing every grain, grass, fruit and vegetable known to the temperate zone.

The yield is much heavier, the harvest certain, the market is good. The soil of the Coos Bay country is rich; it has all the necessary chemical ingredients for the propagation of all kinds of crops. It needs no fertilization and is practically inexhaustible. The climate enables a man to work outdoors at something every month of the year. There is but little land in the Coos Bay country that is not good for one product or another, either wheat, hops, fruit and vegetables, berries or pasture. The farmer can seed all the fall until Christmas, or all the spring until May. Harvest is continuous just as long as the grain will stand.

There is room in the Coos Bay country for over twenty-five thousand new farms of one hundred and sixty acres each. And when improved and farmed along the line of modern methods the income that will be derived from these farms, if figured at only one thousand dollars to each farm, will be the enormous sum of twenty-five million dollars per annum.

CLIMATE.

In regards to our climate, according to the United States signal service reports, it is shown that the observing station near Coos Bay has the most equable temperature of any of the observing stations in the United States. The government records for eighteen years show that the total average range of the thermometer during the year near Coos Bay is but thirteen degrees. The rainfall varies from fifty inches on the coast to about twenty inches in the interior.

Having given an outline of the Coos Bay country and her resources, we now come to the questions relating to transportation. The capacity of a railway is that of its point of greatest resistance; that is heavy grade and curves. The Coos Bay country, no matter from whatever productive point it may come, whatever railroads that will be built, will eventually have their terminal on Coos Bay, for the reason that to it the grades will be in favor of the traffic. Therefore, the products from the forests, mine and farm in the Coos Bay country while going to their final markets can be more economically shipped through that harbor then via any other seaport on the Pacific coast. In ocean transportation, the tonnage and the draft of the vessel is always regulated by the depth of water over the outer bar at the harbor entrance. The capacity of the vessel regulates the freight charges; the greater the tonnage the less the freight charges, so with this in mind it stands to reason that for every new depth made on the outer bar of the Coos Bay harbor entrances increases the value of every product in the country tributary to that harbor just by that ratio, whatever the deductions the vessel owner makes by carrying the increased tonnage without the increase of crew. This, then, makes it a matter of vital importance to every merchant, lumberman, mine operator and farmer that is operating in the Coos Bay country. They should co-operate with the shipping interests

for the further improvement of the Coos Bay bar, and in return the bay interests should aid the interior in getting railroad facilities.

COOS BAY.

Trade routes, the lines of least resistance between the sources of products and their final markets, have in all ages located commercial cities at a point where a break in transportation occurs—that is from the rail to the vessel. When the railroads—which are now projected to Coos Bay—will be completed, a break of transportation will occur in the harbor of Coos Bay, which brings with it the birth of a new city.

Now, then, gentlemen of this convention, in view of the rapidly growing commerce of the Coos Bay port, we earnestly petition the influence of this Congress in our aid in procuring from the national congress sufficient money to deepen our inner harbor and channels, and to strengthen and extend the jetties at the entrance to our bay.

In this connection I would call to your attention that within the past thirty days it has been determined by the Southern Pacific Railway Company to construct a branch, leaving their main line at Drain station, into the harbor of Coos Bay. This will give to our section what has so long been needed—direct rail communication with the outside world.

We have also information, which we consider reliable, that before many months pass the world will have the assurance that a great trans-continental railway will have its terminus in Coos Bay, reaching our territory through the great untapped section of our state known as Eastern and Southern Oregon.

In concluding this paper permit me to state that I hail from the thriving young city of North Bend, on Coos Bay, and come as a delegate to this convention to ask its help in our behalf and on the part of our citizens. Allow me to thank you for your patience in listening to the story of our needs.

THE CHAIRMAN: The Secretary has more resolutions, which will be referred to the Committee on Resolutions.

By FRANK W. HIBBS, Seattle, Wash., representing the Chamber of Commerce of that city:

NAVAL CONSTRUCTION ON PACIFIC COAST.

WHEREAS, It appears that prior to the year 1903 the congress of the United States enacted such legislation in connection with its appropriations for increase of the navy as tended to encourage steel shipbuilding on the Pacific coast, by providing that a stated number of the vessels appropriated for should be built at those ports, and allowing an excess margin or differential of 4 per cent of the lowest accepted bid for corresponding vessels received from Atlantic coast builders (such margin or differential being only such as would reasonably cover the additional cost to Pacific coast builders due to the greater distance of necessary transportation of steel materials), with the result that a very valuable and beneficial steel shipbuilding industry has thereby been established; and

WHEREAS, It appears not only from such consideration, but from actual bids submitted upon naval work since that time that the omission of such a provision effectively shuts out Pacific coast builders from such competition, and will continue to do so indefinitely; and

WHEREAS, The present status of the American merchant marine is such that there is little or no immediate prospect of supplanting naval work,

when present contracts are completed with merchant work of sufficient magnitude and amount to keep these shipyards occupied; therefore,

Be it Resolved, That we consider it to be to the best interest of the country, considering the growing commercial importance of the Pacific to provide such legislation in future naval appropriations as will permit Pacific coast shipbuilders to compete for that work upon an equal basis with eastern shipbuilders, allowing as a basis of equalization a differential of 4 per cent of the lowest acceptable eastern bid; and by providing in the case of two or more vessels of the same size and type that one or more shall be built upon the Pacific coast, subject to the same restriction as to cost; and that a memorandum to this effect be presented to the federal congress next convening, as an expression of the prevailing sentiment of this Trans-Mississippi Commercial Congress.

By E. A. HAWKINS, JR., and E. F. HARRIS (Texas):

SEA WALL PROTECTION AT GALVESTON.

Resolved: First—That to advance our position as a great commercial nation, congress should provide by adequate appropriations under continuing contracts, for the widening, deepening and extending of our harbors, so as to accommodate the largest modern steamships, the invention of which have revolutionized the carrying trade of the world.

Second—That owing to the great increase of commerce passing through the Port of Galveston, and the deep draft of vessels in which the commerce of the world is now most economically carried, we further recommend that provisions be made by congress for securing in that harbor a uniform depth of not less than thirty-five feet of water at mean low tide, with a width and extension commensurate with the growing importance of that port, and the needs of the largest and deepest draft vessels.

Third—That we favor the protection of the sea wall built by the United States government for the protection of its property at the port of Galveston, in accordance with the recommendation of the board of United States engineers, and that \$159,000, the balance of the money recommended by said board be appropriated as soon as possible for the protection of said works.

By E. A. HAWKINS, JR., and E. F. HARRIS (Texas):

NATIONAL WATER WAYS CONFERENCE.

WHEREAS, The National Rivers and Harbors Congress has, at the request of the Ohio Valley Improvement Association, determined to call a national water ways conference to meet in Washington, D. C., the early part of the year 1906, the exact date to be determined later, for the purpose of urging upon the congress of the United States the necessity of devising ways and means for the speedy improvement of the rivers and harbors of this country; therefore,

Be it Resolved, That the Trans-Mississippi Commercial Congress at its sixteenth annual session, held at Portland, Oregon, August 16 to 19, 1905, heartily approves of the calling of such a conference, and recommends to its members and the people of the states and territories entitled to representation in this Congress, that they send delegates to such national water ways conference, when called, and that they lend their influence and energies towards securing the success of the same.

By J. J. DONOVAN (Bellingham, Wash.) :

REPEAL OF PROVISIONS IN FORESTRY LAW.

Resolved, That we request the repeal of that provision of the United States forestry laws which prevents the sale or use of timber from forest reserves, except within the states where such reserves are located.

By SENATOR HILL (Colorado) :

RECLAMATION OF THE ARID WEST.

Be it Resolved, That we heartily endorse the action of our national government in its efforts in the reclamation of the arid west, and would recommend that further and more speedy action be taken by it therein, and in which case we would further recommend that in the distribution of the funds so used by it in the continuation of its irrigation developments, that on account of their location and long distance from rivers and harbors, those states and localities lying in the interior and receiving no benefit therefrom be given special consideration out of these funds.

By SENATOR HILL (Colorado) :

RESERVOIRS FOR FLOOD WATERS.

Be it Resolved, That in the appropriation made by our national congress for the construction of levees and other improvements for the control of the high waters of the Mississippi and other rivers throughout the United States needing such improvements, we recommend that special investigation be given by congress to the practicability of the construction of large storage reservoirs at the headwaters of such streams, so as to store the water therefrom during their flood season, in order to relieve the threatened dangers caused by them below, and to allow their use later for the irrigation of the land tributary to such streams by the canals and reservoirs taking and to take water therefrom.

By H. R. WHITMORE (St. Louis, Mo.) :

AN AMERICAN MERCHANT MARINE.

Resolved, That the Trans-Mississippi Commercial Congress reaffirms its previous action favoring the building up of an American merchant marine.

By E. F. HARRIS (Texas) :

COLLEGE OF COMMERCE.

WHEREAS, The people and government of the United States of America are or ought to be the natural friends of the republics of Central America and South America, and should enjoy the most cordial commercial relations with said republics; and

WHEREAS, Owing to close inter-educational and inter-social relations Europe controls 90 per cent of the foreign trade of said republics, a great part of which trade might be and should be enjoyed by the commercial interests of this country;

Be it Resolved, That the projected Pan-American Trades College, or College of Commerce, to be established upon the gulf coast of the Trans-Mississippi country, conveniently located relative to transportation both

by land and by sea, in which the languages, habits, usages, customs, wants and needs of said republics shall be exemplified and taught, and where the American merchant and exporter may readily find expert agents and salesmen familiar therewith, an institution to be established, fostered and maintained by the governments of the American republics, is by this Congress heartily endorsed and the aid of the congress of the United States is invoked.

IMMIGRATION.

Resolved, That the Trans-Mississippi Congress favors the restriction of immigration from any country of a character and quantity which will endanger the welfare of American labor, but we are not disposed to allow a minority of laborers, mostly of foreign birth, who have organized, to be the sole judges of this great question; and who by violence seek to prevent other men from working and intimidate our legislators by threats of their displeasure if law makers are not subservient to their views.

THE CHAIRMAN: The next paper on the program is that of Mr. P. J. van Loben Sels, of San Francisco, upon the subject, "The Improvement of Rivers and Harbors."

MR. VAN LOBEN SELS:

IMPROVEMENT OF RIVERS AND HARBORS.

Mr. President and Fellow Delegates of the Trans-Mississippi Commercial Congress—The influence which large, deep, and navigable rivers have upon the growth, the commerce, the health and the climate of a country is perhaps not always sufficiently understood.

By the drainage they afford they can promote the health and agricultural interests; if their source is located well inland they will affect the climate, the fertility and the prosperity of a country for a radius of several miles most beneficially; if, in addition to this, they have a deep channel of correct alignment, filled perennially with a sufficient supply of water, with a current of not too great velocity, they may exercise an influence over a country as great as if it were gifted with a deep sea harbor on the seashore as great and as large as that of New York or San Francisco.

The cities located on its banks may, and often have, become seaports, allowing ocean vessels requiring a draft of twenty-seven feet to discharge their valuable cargoes at the quays of its streets, and bring together vessel and rail right in the center of the town, creating conditions which almost inevitably lead the development of its commerce, and thereby of its financial and political influence, which at once insure a great prominence.

To prove the truth of the foregoing assertion it is but necessary to quote Hamburg on the Elbe, Bremen on the Weser, Antwerp on the Scheldt, Rotterdam on the Rhine, all situated over fifteen or thirty miles inland, and each controlling a tonnage larger than that of the port of San Francisco.

Almost the entire maritime commerce of the northern part of the great German empire is carried on through the ports of Hamburg and Bremen, which, by the wise and paternal care of the imperial government were transformed by artificial means into deep sea harbors. The enormous development and growth of the little kingdom of Belgium, its industries and manufacturing enterprises, its commercial prominence date

from the time of the conference of Vienna, held in 1815, after the downfall of Napoleon I, when the little republic of Holland was forced to abandon its claim to maintain what has been known as the closed Scheldt.

To understand this it must be remembered that for centuries the Dutch republic, abusing of its strength, wishing to develop the commerce of its own seaports of Amsterdam, Dordrecht and Vlissingen, had closed the Scheldt, i. e., had forbidden and by force prevented Antwerp from holding communication by ship with the sea, a condition of affairs which may well shock our modern notions of fairness and propriety.

Rotterdam, situated twenty-one miles inland on the banks of the Rhine, the commerce of which in about 1875 had dwindled to almost nothing, is now, with the sole exception of Hamburg, the seaport on the continent of Europe controlling the largest tonnage. Still, it was only in 1863 that the state's general of Holland enacted a law authorizing the construction of the "new water way from Rotterdam to the sea."

It was a gigantic undertaking which might well have staggered a people less energetic and enterprising than the Dutch. It meant the construction of an entirely new river bed 1,600 feet wide, partly through a chain of sand dunes which is thirty feet high and over a mile in width, to deep water in the channel of the North Sea. The work of construction was commenced at once and vigorously prosecuted.

While formerly a ship, after leaving Rotterdam, was obliged to pass four locks and to be towed through long and crooked canals, and finally to wait for high tide to reach the sea, causing a delay of at least eighteen hours, and often of several days, the first steam vessel with a draft of twenty feet went through the new water way directly from Rotterdam to the sea in 1874 in less than two hours. Since that time work has continued and during the last twenty years the deepest sea going ships reach Rotterdam without break of cargo or waiting for a tide with perfect safety. The result of the development of the port of Rotterdam may briefly be stated to have been as follows:

In 1850 the streets of Rotterdam covered 107½ acres.

In 1896 the streets of Rotterdam covered 530 acres.

In 1850 the number of ships entering Rotterdam was 1,907, with a tonnage of 393,393 tons.

In 1880 the number of ships entering Rotterdam was 3,570, with a tonnage of 1,728,305 tons.

In 1896 the number of ships entering Rotterdam was 5,904, with a tonnage of 4,951,560 tons.

From 1874 till 1896 the city of Rotterdam spent \$9,000,000 increasing the area of her port from 100 acres to 312 acres, and the length of her quays and wharves from seven miles to sixteen and a half miles. Since then the area has been increased to 572 acres, and each year Rotterdam spends about \$1,400,000 in an effort to increase her harbor and wharfage sufficiently to satisfy the constantly growing demands of the trans-Atlantic commerce.

History confirms the view that lands which by their harbors or their rivers have free communication with the sea and thus make their influence felt upon other countries have become prosperous and powerful and have dominated the world. In fact, it might be said—other conditions being equal—that to the extent that a country has a well indented sea shore, with many deep and navigable rivers draining the interior, the country will be prosperous, well settled and powerful.

Is there a more energetic, frugal and hard-working people than the Swiss? They are surrounded, however, by other lands, and thereby cut off from the sea. Switzerland does not possess a single navigable stream, and the result has been a hardy race, whence sprang and was nurtured that indomitable spirit of independence and of liberty which has been a boon to other lands, but in other respects, in its influence upon

the affairs of the world, its commerce, its wealth, its literature, even in art and in science, Switzerland has remained and is now backward compared with other nations. The same applies to Austria, Bavaria, Wurtemberg and even Russia. For over three centuries Russia has endeavored to get a port whence it could send out its ships, and develop a commerce and a navy. Czar Peter the Great, with far-seeing statesmanship, desiring to raise the people dominated by him to a higher plane of civilization, left no stone unturned to create a seaport and a commercial fleet. He founded the port of Kronstadt on the Baltic, but it is ice bound in winter and controlled by the powers which border on that inland sea. England has seen to it that the Bosphorus remains bottled up for her. Vladivostock is ice bound and almost useless, and the little island empire of the Pacific will take care that Port Arthur, developed at an enormous cost, will not again be a part of the Russian empire. Her navy is crushed and wiped off the sea; it is believed that that fact puts an end to the enormous mass called Russia as a world power.

Need I quote ancient Greece and Rome, both sea powers, and their influence in ancient history, or England, Portugal and the United Netherlands, in later times; and is it not a fact that the United States of America had not been recognized as a world power till its fleet had annihilated the Spanish ships? And in 1898, when liberty-hating, freedom-crushing, self-loving England desired to steal a gold mine and in order to paint South Africa red, found it necessary to crush two small independent republics, whose existence it had guaranteed by solemn treaty, the fact that the Boers had no seaport, no connection with the outer world, preventing them from getting supplies other than those which they took from the British, decided the fate of 250,000 freemen and enabled their enemy to reduce them to practical slavery. It was the one factor in which the British were superior to the Boers.

It can be said that the civilization, the degree of development, the standing of a people and the moral worth of a government can be deducted from the condition of its rivers and the care for the maintenance and improvement that is bestowed upon them.

The old Romans understood this, and wherever they went one of their first acts was the development of the river beds for the purpose of commerce, drainage and reclamation of adjacent lands. As early as a hundred years B. C. they bestowed much time and money upon the care of the rivers in the countries brought under their rule.

The first dikes in Holland, the forerunners of the present enormous structures which astonish the tourist, were built by the Roman soldiers while encamped in their winter quarters, and the present connection between the Rhine and the Yssel, allowing one-ninth of the total amount of water discharged by the former to find its way to the sea through the latter, was built in the year 85 B. C. by the Roman general Drusus, and that canal, which we would now call a cut-off, is to this day known as the Drusus gracht, or Drusus canal, and is now in perfect working order and in constant use. The same applies to the Po in Italy, the Seine in France, at the mouth of which the port of Havre is situated; the Elbe and Weser in Germany, and the Rhine, the Yssel, the Waal and the Meuse in Holland, the Scheldt in Belgium, the Mississippi with its famous Eads jetties, and the Columbia River in the United States. And who does not know of the enormous amount of money about to be expended upon the enlargement of the Erie canal in New York paralleling the New York Central railroad, which work is still considered necessary for the development of the Empire State?

In order to give some idea as to what has been done in other countries for the improvement of their ports, rivers and water ways alone, I quote the following from official documents, showing what has been spent in the little kingdom of Holland:

	In 1897.	Totals from 1844 to 1897.
Rhine	\$ 115,000	\$ 3,727,687
Waal	112,600	4,304,752
Yssel	47,400	1,198,288
Merivede	147,300	6,889,120
Dordrecht rivers	189,500	1,673,976
Meuse	129,200	4,285,089
Change of the mouth of the Meuse	567,320	10,024,913
Rotterdam waterway	278,600	17,024,105
Totals	\$1,586,920	\$49,127,930

And all this is but a small portion of what is yearly spent in Holland ports for smaller water ways, to say nothing of dike construction and reclamation of lands. For the port of Amsterdam alone \$5,000,000 was spent for the construction of the North Sea canal commenced in 1819 and finished in 1825. Since that time the facilities had proven entirely inadequate to satisfy the demands of modern navigation. A new and shorter way through "The Y" direct to the North Sea was constructed, begun in 1865, and finished in 1882, at a total cost of \$9,500,000. Lately, in 1894, a new lock was constructed at Ymuiden, allowing deeper and wider ships to enter the port, at a cost of \$2,500,000. Various other plans for the improvement of the commerce, involving millions, are under consideration.

The port of Antwerp, in Belgium, is about to spend \$50,000,000 for providing a better, shorter and safer communication to the sea by improving the river Scheldt for that purpose. In Italy the valley of the Po, about 200 miles long, and from thirty to sixty miles wide, has been improved by the construction of works in the most substantial manner with stone riveted banks in many places, masonry bed works, bridges, outlets, sluice ways, overfalls, syphons and other structures. The Columbia river, after the Yukon, the largest river on the western side of America, rises in British Columbia, flows through Washington and forms the northern boundary line of Oregon for 350 miles. It has an estimated length of 1,400 miles; its drainage area, including tributaries, is computed at 298,000 square miles. In 1896 the federal government completed the canals and locks at Cascade, at an expense of nearly \$4,000,000. The navigation is now open to The Dalles. The government is about to commence work to overcome the obstructions at The Dalles. On the Mississippi river the government has spent between 1882 and the close of the fiscal year 1903 more than \$18,000,000. The states and levee districts interested during the same period spent more than \$4,000,000, and it is estimated that 94,000,000 of cubic yards will be necessary for the construction of the levees at an estimated cost of not less than \$20,000,000. Since 1879 the national government and the states (each contributing about one-half) have spent the aggregate of \$29,000,000 in the improvement of the Mississippi river, and it is estimated that about \$22,000,000 more will be needed to complete the work. This does not include the cost of the Eads jetties at the mouth of the Mississippi river, planned and executed by Captain Eads, and by the construction of which he made his name immortal, and by which he made a seaport of New Orleans.

We of California, who live in a country blessed with a great many privileges, among which is the fact that our state, from north to south, is divided in two great valleys, those of the Sacramento and the San Joaquin, stretching almost from the northern boundary line to the

Tehachipi, count among our greatest advantages the existence of the two great Sacramento and San Joaquin rivers. Sacramento valley is traversed in its entire length of about 262 miles by the noble stream destined to be a boon and blessing to the state, not only affording a great highway for deep sea and inland commerce, but also by the drainage and irrigation it can furnish to become the means of great wealth and prosperity to the adjacent and to the entire state lands. Springing from the flanks of Mt. Shasta, the little Sacramento is soon joined by the Pitt and McCloud rivers, and after emerging from Iron canyon at Red Bluff, enters into the lowlands and passing Colusa, Sacramento City, the capital of the state, and Rio Vista, discharges into Suisun bay, itself a portion of San Francisco bay.

Previous to the advent of man, in 1849, the waters of Sacramento river were clear, and deep sea going vessels could, and up to about 1860, did go up to and discharge their cargoes at Sacramento City, the capital of California; a strong tide then ran up past that city. By the folly and neglect of man, all that is now a thing of the past. The waters of Sacramento river are now muddy and brown. The bed above and below Sacramento has been filled with sand with a deposit variously called debris and slickens, so as to impair seriously, if not totally destroy its usefulness as a navigable channel and drainage bed. At times during the summer months steamers with a draft of but five feet could not reach the capital and had to lighten their load on barges.

Of late the government maintains a channel of seven feet by means of temporary, flimsy jetties which are not kept in repair and are allowed to be partially washed away. Tidal action is now not noticeable, except at points twenty miles below Sacramento City.

The United States claims and maintains the exclusive jurisdiction over the navigable channels of the country. It seems a self-evident fact that if ever a privilege implied a duty it does so in this instance, and it would seem, further, that where the federal government claims exclusive power of control over the navigable channels it should be obliged not only to furnish a channel for limited navigation, but to develop and maintain that channel at the highest degree of usefulness, both for the purpose of navigation and of drainage of which that river is capable, and that if it fails to perform that duty, if it allows that river to become a scourge, a curse and a means of destruction to the surrounding country, it falls short of fulfilling the duty which can reasonably be expected of an enlightened government. A man who owns a house, although its primary object may be to furnish a dwelling, is not allowed to use it in such a manner that it becomes a menace to neighboring structures. Is a man allowed to keep an animal in his stable which by being tainted with a dangerous and contagious disease may do damage to others? Now we submit that this is exactly what the federal government allows the Sacramento river to be and to remain—a menace and a danger. A river is not primarily a means of navigation. Its most important province, that for which it is intended and created, is to provide drainage for excessive rains and melting snow to tide water. If that channel is fit and suitable for that purpose, of sufficient area and of proper alignment, it will be a source of benefit, indeed, and a boon. If it is made or allowed to remain by those who are charged with the duty of taking care of that channel unfit to perform that work, it must necessarily become a source of destruction and waste. The floods, which the channel is not capable of carrying to tide waters, will break their bounds, destroy crops, bringing ruin and devastation in their path. This is exactly what happens with Sacramento river. It traverses a plain of immense fertility, from thirty to fifty miles in width, destined to sustain and capable of nourishing a population numbered by the hundreds of thousands. At a comparatively

small outlay conditions could be created for Sacramento valley equal to those of the valley of the Po or the Rhine.

But in reality, the channel has partly by man been made absolutely unfit to perform its duty of affording drainage. On the 9th of December, 1862, its angry waters broke through and overtopped the levees of the capital of the state, inundated the entire city, and rushed through its streets to tide water. The entire valley from Red Bluff to the bay, from mountain to mountain, containing an area of over 1,200,000 acres, was an inland sea on which steamboats could and did roam at will. Other floods have occurred with painful regularity, devastating often this entire portion of the state. Wherever the flood occurs it carries with it all improvements, houses, barns, fences; the work of years, constructed at great cost, is destroyed in a day. It leaves the country a barren waste requiring years of renewed labor, renewed effort to restore it to its former condition. One break, which occurred in March, 1904, and was called the Edwards' break, caused a loss estimated at \$5,000,000.

It will be easily understood how similar conditions of ever impending danger, threatening at any time to destroy the work of a lifetime, must necessarily retard the growth and development of the country, prevent the erection of permanent improvements, drive away capital and prevent the settling up of the land by colonists. Indeed, in 1904, the Sacramento Valley Improvement Association Company, after it had, at great cost, induced a number of colonists to come to and settle in Sacramento valley, had the mortification to be obliged to tell them that the lands which had been set apart for them were inundated and devastated.

It must be admitted that Sacramento river at no time of its history has been in a fit condition to carry its flood waters to tide water, but nature had provided means to overcome and shorten the evil not only through over-bank discharge in the adjoining basins, but through well-defined sloughs, or natural water courses.

The riparian owners, desiring each in their own way to reclaim their land, did so regardless of the effect their work might have on other sections. They dammed off the sloughs, and prevented over-bank discharge by the erection of levees. Each has worked and still works for himself, and his main endeavor has been and still is to reclaim his land in such a way as to drown out his neighbor opposite, above or below him, as that will give him the much needed relief. The result is what might be expected—confusion worse confounded. The government beholds, looks on, but does nothing. A consciousness that it has a duty to perform in the premises, that it, and it alone, can lead and regulate and restrain individual efforts, and must devise means to correct the evil, making possible the reclamation of the 1,200,000 acres involved, has not even dawned as yet on the minds of its officials.

Over \$25,000,000 have been spent in the last thirty years by private land owners, mostly in vain efforts to reclaim their valuable lands. At best, 25,000 acres can be considered to have been reclaimed successfully. Reclamation in California, as a whole, is a physical impossibility, unless the government discharges its duty of rendering the channel fit to do the duty for which it was primarily intended. If thoroughly reclaimed, the lands, all incredibly fertile, can be made very valuable, capable of producing immense crops and sustaining a population teeming with life, supporting schools, churches and banks, and would, undoubtedly, soon be dotted with growing towns and villages; but it may be said that Sacramento river is at present in a worse condition than before the advent of man, in 1849. Under the tender care of the war department, it remains in a state of utter neglect, a source of devastation and ruin rather than the bringer of wealth, a curse instead of a blessing. I may be allowed to cite two instances in proof of this assertion. Just below the little town of Freeport a tree trunk has been lodged for over eight months right in

the middle of the stream, with its sharpened point lying up stream, three feet above the water line. Should a boat hit that log it would sink immediately. Unless removed, it will, undoubtedly, lead to the forming of an island in the middle of the channel, seriously reducing the channel area as a flood carrier, as similar other islands are allowed to do elsewhere in the channel of Sacramento river. Just below the capital of the state, opposite the Payne break, an enterprising citizen has constructed Yean jetties, seriously impeding the flow, throwing the current in the wrong direction against the levees which shut off the Payne break. The object of the citizen is to form in the bed of the river a sand pit. He sells the sand in the city of Sacramento, and does a rushing business. The government looks on, does nothing, and seems completely unconscious of its duty in the premises.

Attempts to rouse the government to a sense of its duty have not been lacking; but the main effort of its officers, the only one in which they have been eminently successful in California, has been to find excuses for doing nothing. It is true that about \$1,000,000 have been spent by the federal government, mainly at the instigation and in the interests of hydraulic mining, and works have been constructed to retain the debris in the canyons, and some jetties have been constructed below Sacramento City to maintain a channel seven feet deep. Most of these works have been, or are being, washed away by the current.

No organized plan for improving the river as a whole, for bringing order out of chaos, has ever been made by the government. The state of California has been more active, but it can do nothing without the consent of the war department. Since several years, the state department of public works has been spending appropriations made by the state legislature doing local work here and there; but the vastness of the task precludes the work from being carried on by the state alone. Private parties interested in the work have organized the River Improvement and Drainage Association of California, which has done me the honor to delegate me as its representative to this session of the Trans-Mississippi Commercial Congress. The purposes of this association are largely educational. It was instrumental in procuring the report of three eminent eastern engineers, at state expense, for the improvement of Sacramento river, and the congress has now asked its officers what, if anything, the federal government can and what it ought to do to assist in carrying out the work. The state and the land owners, the latter organized for the purpose, are ready to do their share.

Mr. Chairman, it was stated at the beginning of this paper that the degree of earnestness of a government and the realization of its duties could be judged by the degree of attention bestowed upon the maintenance of its river channels. If that is true, as it is believed to be, what is to be said of the way in which the federal government discharges its duties and fulfills its trusts, if we are to be guided by the conditions of Sacramento river in California? We of America are apt to pride ourselves on our advancement, our enlightenment, our education, our schools, our railroads, our navy, our freedom, in contradistinction to the worm-eaten, misgoverned nations in Europe. I think it behooves us to admit with meek contrition that in one respect, at least, we must be prepared to accept the admonition "to go way back and sit down." Let us hope that with that wonderful energy and the spirit of emulation and desire to achieve great things in a grand way for which this nation is famous, our people will wake up to their duty in regard also to river channel improvements, and that the chronicler of what has been achieved in that respect who may address a similar congress of men twenty-five years hence may have to tell of pleasanter things and greater achievement. Let us all do our duty in this regard and bring upon the government the realization of what is expected of it. It has

been my aim to describe facts and conditions, not to assail anybody. Perhaps the system is at fault. I will not take up your time with a discussion of the question whether the practice in the United States of leaving to one department or to one set of men, the conducting of war, the constructing of forts and coast defenses, the governing of foreign colonies and the planning and constructing of works for the improvement of harbors and river channels be a wise one or not, and whether or not wisdom and policy suggest that that should be continued in the future. The officers of the government have to walk in grooves, have to obey rules, and have to abide by routine the growth of years. Probably they are not to blame. I understand they are forbidden to suggest even much needed work and improvements and are confined to executing works ordered by Washington. It is greatly to be desired that this system will be abandoned, and that the way of the new hydrographical and of the reclamation service will be adopted, the war department charging its officers with the duty of planning and reporting plans for the improvement and maintenance of channels. Unless that is done nothing great and permanent will ever be achieved. (Applause.)

THE CHAIRMAN: If there are no further committees to report at this time, the Chair will introduce Colonel T. Waln-Morgan Draper of California, who will speak on the subject on which Judge Richards spoke on the resolution which has not yet been reported by the committee in regard to a department of mines and mining. I have the pleasure of introducing Colonel Draper. (Applause.)

COLONEL DRAPER thereupon read the following paper:

MINES AND MINING AND THE NECESSITY FOR A UNITED STATES DEPARTMENT THEREFOR.

The subject on which I have been asked to address this convention is such a comprehensive one and so far reaching in its bearings that, in the time allotted to me, I shall not pretend to go into the history of mining in any sense of the word, and whatever statistics I give will simply hark back a few years to show the vast growth of the industry in this country.

I believe that the first pig iron was made in a small furnace in Virginia, and its output was about thirty tons a year. Compared with the present product of about 23,000,000 tons, this would indicate a very vigorous growth. It has been so with all of the known metals and non-metals—the side products of the metals themselves—not alone of the known metals in the beginning of the United States, but also in the metals and minerals since discovered, notably the mineral oils.

The importance of the industry which, in its totals, far exceeds that of any other country in the world, should have led our government to establish a department of mines and mining long since, and it should have emulated smaller countries, with mineral products infinitesimal beside those of our native land, that have established departments of mines represented by able men, who do all they can to encourage that branch of the industry. In the old Freiberg mining district, in the kingdom of Saxony, governmental aid goes further than elsewhere. The two smelting works, treating large amounts of foreign ores besides the local products, pay handsome dividends, part of which is set aside in the shape of a bonus to the mines, in order that they may continue to operate. Their great depth and the cost of mining would otherwise require them

to be closed down, throwing out of employment almost the entire population. I would not care to recommend that our government should go to this extent, however.

At the present time the interests of mining and its kindred industries are presided over by bureaus in the department of commerce and labor and the interior. A notable instance of the growth of a department is that established prior to the department of commerce, viz., the department of agriculture. All here will doubtless remember that when this department was created it was in its early stages always alluded to with a smile, was regarded as a sort of joke, the secretary was made the subject of many cartoons in the public press; and yet today there is perhaps no department of the government that does more for the welfare of the interests subject to its charge than does the department of agriculture. In fact, agriculture has been raised through this medium from an occupation pursued simply as a livelihood to one of vast commercial importance, to which the brains and money of some of the greatest business men of the country are being devoted. Mines and mining have not waited for this aid, though clamoring for recognition for many years. They have gone ahead until the industry itself is one of the vastest in our country. There is hardly a thing that we use in life that has not some connection with or origin in mining. It matters not to what part of the United States or her colonies the needle may point—everywhere we find mining. In California it is gold; in Michigan copper; in Arkansas zinc; in Pennsylvania coal, and so on; and apparently everywhere oil, mineral oil.

In past years an effort has been made, through the United States geological survey to aid mining through the geological survey examinations, made by highly talented gentlemen connected therewith; but these men have had no direct representation in the cabinet. They have had to urge the claims of the industry through subordinates and consequently have had but half a hearing. The very niggardly supplies given the geological survey and the various bureaus in the departments connected with mining have greatly hampered the work that should be done in this industry. It needs a cabinet officer to especially push the claims of mining, in and out of season, as it is done in the other great departments of our country's commerce—it needs direct representation.

I will later in this paper furnish a few statistics showing the enormous totals of the various metallic and non-metallic products. (Under this latter head comes gas, coal, petroleum, etc.), and, if you have not studied these figures before, you will be surprised to learn of the enormous value of mining products in the United States.

As stated, a great deal of valuable work has been done by the geological survey, but so hampered has it been, that its statistics, its conclusions, its views on any given district are usually published from two to three years after the examinations and experiments have been made, the result being, almost invariably, that the situation has been so completely changed that these statistics, garnered with great labor and study, are of but little value to the current period. For instance, the geological survey of a district is made in 1905 and the miner who sees it being done is pleased and glad that he has a paternal government that looks after his special district; but, as the years go on and 1907 comes around, he loses hope that the paternal government statistics and reports are ever going to be published. Finally, when they are forthcoming in the following year, he has waited so long that they are of no value to him. This is not the fault of the survey, nor is it the fault of the department of commerce and labor, nor yet of the department of the interior. It is simply that the mining industry plays second fiddle where it should be first violin in its own department.

We of the Trans-Mississippi region are apt to look upon the mineral products of the United States as peculiarly our own. This is a very great mistake. The iron, coal and oil products east of the Mississippi assume such enormous figures that our products of the west become small in quantity in comparison. The bulk is largely in the east and the intrinsic values in the west. You quite appreciate that it takes a great many tons of coal, or a great many barrels of oil to make the value of one ton of gold. The values of the products are almost equal. Therefore, it is remarkable that there is no more assistance given from the east to the project of a cabinet minister than there is. There are more men directly interested in the production and manufacture of the metallic and non-metallic products of the east than there are of the Trans-Mississippi region, and yet all along the cry for a department of mines and mining has come almost solely from the west. I think it should be the aim of this Congress to awaken an interest in eastern mining circles to receive their aid in the important struggle to create a department of mines and mining. It will never be granted by congress until the united mining interests of the entire country demands it. The east is a good field for missionary work in this respect. If the great coal, iron and oil industries of that section could once be aroused to the necessity for and the great good of such a department, it would be but a short time before the pressure would be too great for congress to bear and the department would be established.

The latest complete statistics that we have from the United States geological survey of the mineral products of the United States are for 1903. In that report the mineral production for 1903 was \$1,419,721,569, as compared with \$1,260,509,738 in 1902, a gain of 12.63 per cent.

Iron and coal continue the most important mineral products. The value of the iron in 1903 was \$344,350,000; the value of the coal \$503,724,381. The gain in total value is due to the large increase in non-metallic productions. The metallic products show a decrease of from \$642,258,584 in 1902 to \$624,318,008 in 1903, a loss of \$17,940,576.

The non-metallic products showed an increase from \$617,251,154 in 1902 to \$794,403,561 in 1903, a gain of \$177,152,407. To these products should be added estimated unspecified products, including building, molding and other sands, molybdenum and other mineral products, valued at \$1,000,000, making the total mineral production for 1903 \$1,419,721,569. The gold production was \$73,591,700, and silver 54,300,000 ounces of \$29,322,000 commercial value.

The detailed report of the geological survey for 1903 is as follows:

METALLIC.

	Quantity.	Value.
Pig iron, spot value, long tons..	18,009,252	\$ 344,350,000
Silver, coining value, troy ounces	54,300,000	70,206,060
Gold, coining value, troy ounces	3,560,000	73,591,700
Copper, value N. Y., pounds.....	698,044,517	91,506,006
Lead, value N. Y., short tons....	280,000	23,520,000
Zinc, value N. Y., short tons....	159,219	16,717,995
Quicksilver, value S. F., flasks..	35,620	1,544,934
Aluminum, value Pittsburg, lbs.	7,500,000	2,284,900
Antimony, value S. F., short tons	3,128	548,433
Nickel, value Phila., pounds.....	114,200	45,900
Platinum, value crude S. F., troy ounces	110	2,080
Total value metallic products		\$ 624,318,008

NON-METALLIC (SPOT VALUES).

Bituminous coal, short tons.....	282,749,348	351,687,933
Penn. anthracite, long tons.....	6,613,454	152,036,448
Natural gas		35,815,360
Petroleum, barrels	100,461,337	94,694,050
Brick clay		15,000,000
Cement, barrels	29,899,140	31,931,341
Stone		67,960,468
Corundum and emery, short tons	2,542	64,102
Crystalline quartz, short tons...	8,938	76,908
Garnet for abrasive purposes, short tons	3,950	132,500
Grindstones		721,446
Infusorial earth and tripoli,, short tons	9,219	76,273
Millstones		52,552
Oilstones, etc.,		366,857
Arsenious oxide, short tons.....	611	36,696
Borax, crude, short tons.....	34,430	661,400
Bromine, pounds	598,500	167,580
Fluorspar, short tons	42,523	213,617
Gypsum, short tons.....	1,041,704	3,792,943
Lithium, short tons.....	1,155	23,425
Marls, short tons.....	34,211	22,521
Phosphate rock, long tons.....	1,581,576	5,319,294
Pyrite and sulphur, long tons....	233,127	1,109,818
Salt, barrels	18,968,089	5,286,988
Barytes, crude, short tons.....	50,397	152,150
Cobalt oxide, pounds.....	120,000	228,000
Mineral paints, short tons.....	62,122	646,222
Zinc white, short tons.....	62,962	4,801,718
Asbestos, short tons.....	887	16,760
Asphaltum, short tons.....	101,255	1,005,446
Bauxite, long tons.....	48,087	171,306
Chromic iron ore, long tons.....	150	2,250
Clay (all other than brick), short tons	1,650,835	2,649,042
Feldspar, short tons.....	41,891	256,733
Fibrous talc, short tons.....	60,230	421,600
Flint, short tons.....	55,233	156,947
Fuller's earth, short tons.....	20,693	190,277
Glass sand, short tons.....	823,044	855,828
Graphite crystalline, pounds.....	4,538,155
Graphite amorphous, short tons.	16,591	225,554
Limestone for iron flux, long tons	12,029,719	5,423,732
Magnesite, short tons.....	3,744	10,595
Manganese ore, long tons.....	2,825	25,335
Mica, sheet, pounds	90,000	17,128
Mica, scrap, short tons.....	1,693	41,990
Mineral waters, gallons sold....	51,242,757	9,041,078
Monazite, pounds	862,000	64,630
Zircon, pounds	3,000	570
Precious stones		321,400
Pumice stone, short tons.....	885	2,665
Talc and soapstone, short tons...	26,671	418,460
Uranium and vanadium, short tons	19	5,625

Total value non-metallic
products

\$ 794,403,561

Total Forward	\$794,403,561
Total value metallic products	624,318,008
Estimated value mineral products unspecified ..	1,000,000
	<hr/>
	\$1,419,721,569

This total does not include \$6,000 worth of platinum reported as contained in slimes from copper ore from the Rambler mine, Wyoming; also the value of sixty short tons of cobalt ore produced in Idaho.

These figure in themselves are enormous, but they were increased in 1904 and are rapidly increasing in 1905. The report of the mineral product by the United States geological survey for 1904 has not yet appeared, though expected at any time; and consequently is not available for this paper. However, advanced bulletins have been given out relative to certain parts thereof, and these are of the most important products.

GOLD AND SILVER.

The preliminary figures upon the production of gold and silver in the United States in 1904 submitted to the director of the mint show:

	Value of Gold.	Fine Ozs. Silver.
Alaska	\$ 9,000,000	\$ 184,200
Arizona	4,250,000	3,400,000
California	19,000,000	1,380,000
Idaho	1,960,000	7,000,000
Colorado	26,000,000	12,500,000
Kansas	9,700	97,400
Montana	4,970,000	12,750,000
Nevada	5,140,000	4,500,000
New Mexico	240,00	180,000
North Carolina	115,600	13,000
Oregon	1,300,000	132,000
South Carolina	113,200	600
South Dakota	7,270,000	185,900
Texas		454,400
Utah	4,700,000	10,500,000
Washington	310,000	200,000
Wyoming	40,500	13,600
	<hr/>	<hr/>
Total (not including minor states) . . .	\$ 84,551,300	\$ 53,603,000
Klondike	10,300,000
Nome (increase in Alaska)	4,878,500	40,300

For the same year, I find that there was a very large commerce in the two metals. There was:

Gold exported	\$121,138,415
Gold imported	84,803,234
Silver exported	50,312,745
Silver imported	26,087,042

COPPER.

Production, 812,537,267 pounds; worth \$105,629,845.

Imports ore and matte.....	38,947,772 pounds
Imports bars and ingots.....	142,344,433 pounds
Exports	564,544,880 pounds
Consumed in United States.....	485,284,592 pounds

LEAD.

Production bar lead, 307,000 short tons, worth \$26,402,000; production soft lead, 89,169 short tons.

SPELTER.

Production, 186,702 short tons, worth \$18,670,200, an increase over 1903 of 2,700 tons.

TIN.

This is in its infancy, but promises great results in the next few years. Forty-three per cent of the world's product is consumed in the United States. Production, 159 short tons. Imported, 40,832 short tons, worth \$21,486,311, principally from the Malay peninsula.

PIG IRON.

Production, 1901	15,878,354 long tons
Production, 1902	17,821,307 long tons
Production, 1903	18,009,252 long tons
Production, 1904	16,497,033 long tons

The falling off in production in 1904 is attributed to the lessening of construction work on the reaction from the boom of 1902-3. It is estimated that the United States can, with present facilities, produce 23,000,000 tons of pig iron per annum.

COAL.

	Production, 1903.	Worth.
Anthracite	66,613,454 long tons	\$152,036,448
Bituminous	282,749,348 short tons	351,687,933
		<hr/> \$503,724,381

	Production, 1904.	Worth.
Anthracite	73,594,369 long tons
Bituminous	239,538,695 short tons

PETROLEUM.

Production, 1903, 100,461,337 barrels, worth \$94,694,050.

Exports of mineral oils from the United States, 1904-5:

Crude oil	100,661,199 gallons
Napthas	29,117,361 gallons
Illuminating	805,783,488 gallons
Lubricating and paraffine	94,600,144 gallons
Residuum	46,778,192 gallons

1,076,940,384 gallons

Valued at \$77,073,296.

This must suffice, as the authentic reports are not as yet available, which is the best of arguments showing the necessity for a department of mines.

There are various other matters which only a department of mines and mining could place in a position where they would be understood and made of use, not alone from a money standpoint, but also from a standpoint of safety. For instance, the federal mining law, so far as the public domain is concerned, is supreme, but every state has gone to work and made a lot of mining laws which, though they always specifically state "do not conflict with the laws of the federal government," yet in many instances do. In Oregon, the local laws are different from those in California, and so it is everywhere. There should be one mining code of laws, governing the industry all over the country and in its colonies. Alluding to the latter, it is well known that the metallic and non-metallic products of the Philippines could be vastly increased and exploited with profit, if there were any mining laws for the islands; these congress has so far failed to enact.

Then, again, there should be a federal supervision of mines and mining. In some states there is no supervision at all. In others, there are very strict laws. In one state a mine owner is liable for injuries sustained from the manner in which his mine is worked. In an adjacent state, he is not liable for anything that may happen. Mine accidents are frequent, especially so in coal mines.

Another point is mine sanitation. Many of you are doubtless familiar with the untidy and unsanitary conditions of many mining sections that you have visited. Proper federal supervision would remedy this.

The collection of information and the rapid dissemination of the same is one of the most important features that the department of mines could take up. For instance, a new mining field has been discovered. An expert from the department could soon run over it and determine its geological and mineralogical characteristics, and a pamphlet could be issued by the department in a very short time, which would enable the owners operating in that district to develop their properties on well-known geological and mineralogical lines.

Statistics of what is being done in all countries under similar conditions could also be collected and disseminated for the benefit of the mining world. These things are largely done by many mining papers published all over the country, but they do not reach every one. They do not find the wide circulation they merit and could of necessity only be read by the limited few. The department of mines, with its bureaus of geology, mineralogy and metallurgy, with its chemists and assayers, would be something that the man in the mountains and the manager of the great furnace plant could on an equal basis appeal to for help and advice on some knotty problem that had come up to baffle him, or for impartial arbitration. The well-known coal miners' strike, as settled by the president, would indicate that a wise federal supervision would avert much trouble and loss. Such matters could be referred to a secretary of mines, with the advantage that he would have a right to undertake a settlement, thus benefiting the parties to the dispute and the public.

And so it is in many other branches of the industry. We have at the present time many bureaus related to mining, but they are scattered under so many heads in so many different places, having in no instance a common chief, that it is impossible for a man to know which way to turn for help. What we need is the centralization of the bureaus in the Smithsonian Institution, in the department of the interior, in the department of commerce and labor, having anything to do with the mining industry into one department, presided over by a cabinet officer. Then

and then only will the mining industry rise to that point of greatness which belongs to it.

Is it too much to say that it was mining that started the Trans-Mississippi country on its career, built its railroads, wagon roads, its trails, navigated its streams, founded its cities and hamlets; was it not the excitement for gold in California that peopled that state and others? The mineral displays of this exposition bear silent but impressive testimony from every state and territory to the preponderance of mining. There is hardly a man on this coast who is not interested in mining. Does not one's first thought associate the names of Montana, Idaho, Nevada, Utah, Colorado, New Mexico, Arizona and California with mining? In a lesser degree, perhaps, Oregon and Washington come to the front; but their magnificent forests have for the time overshadowed the vast mining industry, although they are not a whit less in mineral resources than the sister states. In fact, the whole population of districts and counties live entirely on the mining industry. And what do these mines produce? Almost everything—gold, silver, quicksilver, copper, coal, oil, lime, slate, etc. The locomotives that haul trains out of San Francisco do so with the aid of mineral oil. The other day a ship was loaded at Tacoma with copper from the local smelter for China and Japan. So one might go on and enumerate many such instances. Suffice it to say that there are thousands of mines which have been continuously worked for years and have poured a steady stream of metal into the marts of the world and are ever increasingly doing so. There seems to be no end of the mineral that is constantly discovered in the Trans-Mississippi region. Nevada, with its old work done on the Comstock Lode, had begun to fade as an active producer of gold and silver, when suddenly the great resources of Tonopah and Goldfield and other places were discovered and opened up, reviving the state and adding vastly to the production of the precious metals.

What mining needs more than all else is that people should treat it as a commercial proposition, the same as they would any other branch of business; investigate it thoroughly in every sense of the word by the most competent authorities at hand; and henceforth more money will be made out of mining than out of any industry in the country. If one were to contemplate the purchase of a large grocery concern, he would want to know every detail about it, and would put experts at work to examine into it. When the final report was in his hands, he would then decide as to whether he would wish to make the purchase or not. If this had always been done by mining men, we would not have had the many wild cat companies and the many swindles that have been perpetrated. This applies not only to gold, but to oil or any other kind of mining, and nothing will so help and aid mining investment as a department of mines that should keep on file accurate, trustworthy reports of production and all the history and inner workings of mining properties, available to all.

What we want principally of a department of mines, from my point of view, is the placing of the industry on the basis where it shall have a reliable and representative head and a well organized force devoted to its best interests.

THE CHAIRMAN: Is the Committee on Resolutions now ready to report?

The chairman of the committee reported progress, and stated that the committee desired to hold another meeting at 2 o'clock.

Judge Raker of the Committee on Permanent Organization stated that only seven members out of twenty-three were present at the meeting called for last evening, and now gave notice that another meeting would be held immediately after the adjournment of this session of the Congress in the Chapman school building, and requested all members of the committee to be present.

The chairman announced that a meeting of the Committee on Revision of By-Laws would be held in the Auditorium at 7:30 this evening, and that at 8 o'clock an illustrated lecture on the Yellowstone National Park would be given by Mr. Barry Buckley, under the auspices of the interior department.

The chair announced that under the regular By-Laws the selection of a place for holding the next session should be held this afternoon at 4 o'clock; but as there would be no afternoon session, it was desirable that it be made a special order.

SECRETARY FRANCIS of Colorado moved that the matter of selection of a place for holding the next session of the Congress be made a special order for tomorrow morning at 10 o'clock.

The motion was seconded and it was so ordered.

THE CHAIRMAN: The next address on the program is by Mr. E. J. Benjamin, president of the California State Mining Association, on the subject of mines, mining, and a department of mines. I take pleasure in introducing Mr. Benjamin. (Applause.)

MR. BENJAMIN:

ADDRESS OF EDWARD H. BENJAMIN, PRESIDENT OF THE
CALIFORNIA MINERS' ASSOCIATION.

Gentlemen of the Convention—I feel somewhat like an ordinary soldier talking of war to Hannibal, when I address you upon the subject that has been so ably discussed by President Richards and Colonel Draper this morning. But the association of California, which I have the honor to represent as its President, was the first organization in this country that took up the proposition and advanced the matter of establishing a cabinet department of mines and mining. In its second convention, held in San Francisco in 1893, a committee was reported to draft a report to be presented at the next annual meeting looking towards the establishment of this very much desired department. Through the efforts of the California Miners' Association there was introduced in the fifty-fifth congress a bill known as House Resolution No. 5861, in the interest of this department; so I feel that, although this question has been considerably discussed, the miners of California have a few words to say about it. What I have to say I have reduced to writing, and beg to read it to you:

AN ARGUMENT IN FAVOR OF ESTABLISHING A DEPARTMENT OF MINES AND MINING.

The administration of government, the development of great natural resources, the multiplying and diversifying of various industries and the problem, "How can we expand and increase our commercial relations with other nations?" are the ever-present, practical questions that come home to the fireside, and to the bosom of man.

In the first address delivered by Henry Clay in the United States senate in 1810, he said: "The three great subjects that claim the attention of the national legislature are the interests of agriculture, commerce and manufactures," and history tells us that these three great subjects have received the attention their importance merited.

Should we consider the United States only according to its geography, as explored, developed and mapped one hundred years ago, perhaps these three great subjects would still be all that were necessary for consideration; but when we contemplate our country as it is today, the greatest and grandest nation on the face of the earth, populated from the Atlantic to the Pacific and embracing, not only the wonderland, Alaska, but the Hawaiian and Philippine Islands, may we not justly say that there are other subjects and other industries that should claim the attention of our national legislature?

When the immortal Washington was president, it was considered sufficient that there should be four great departments of government, and their affairs were administered by four cabinet officers—the secretary of foreign affairs, afterwards called the secretary of state; the secretary of the treasury, the secretary of war and the secretary of law, or the attorney general. Thus, in the infancy of our Republic, its needs and demands were amply served by these four departments; but the nation, as governed by Washington, comprising only the narrow strip of territory along the Atlantic seaboard, has since then expanded, until today the shores of the Pacific are almost in the center of our amphitheater of activity, expanded until we have taken in Alaska, that great domain which Seward predicted would some day be the seat of civilization; expanded until we have embraced Hawaii; expanded until by blood and courage, and treasure, the Philippines are ours; expanded until we have the best of the Samoan group, Porto Rica and Guam, and a little strip of land across the Isthmus of Panama that will soon be channelled by an immense canal, connecting the two great oceans and giving us mastery over the commerce of the world; expanded until we have become a powerful nation, far-reaching in beneficent influence, engrossed with many international problems, calling for and demanding the highest order of statesmanship; and our necessities have kept pace with our growth.

If Washington could resume his seat as chief executive of our nation today, he would find a far different state of affairs than when he conferred with Thomas Jefferson, Alexander Hamilton, Edmund Randolph and John Knox.

Our government has been one of evolution; as the country has grown, our departments have been enlarged to meet requirements. During the administration of John Adams the duties of the secretary of war were divided and the department of navy was established, with the secretary of the navy at its head. In the administration of Andrew Jackson, a name that is dear to every American heart, the postoffice department was established, and the postmaster general became a member of the national family. On the third day of March, 1849, during Tyler's administration, the department of the interior was created by act of congress. Its creation had become a necessity. The other departments provided ample means for the administration of foreign and internal affairs, as related to finance, war or the transmission of mails. But in

the great industrial needs of a rapidly growing country, mining, agriculture and commerce were left without any specific governmental aid or encouragement, save such as now and then emanated from some bureau or minor branch of one of the already created executive departments. Thus the interior department became one of dire necessity. To it was entrusted all governmental affairs relating to the general land office, the patent office, the Indian office, the pension office, the census office, the bureau of education, the bureau of railroads, the affairs of agriculture, the geological survey, and all the numerous other matters relating to the pressing demands of a rapid, industrial development. The requirements of the hour were satisfied, the perplexing question that had presented itself to congress seemed to be happily solved. Little, however, did the statesmen of fifty years ago dream of the marvelous changes that would be wrought during the next half century. The questions which they then considered gave them no adequate conception of the task they had imposed upon the new executive department.

The mining industry at that time was, comparatively, unimportant. The law makers at Washington knew little of the mineral resources of America, gave them scant attention, and at the time of the creation of the interior department it was not intended to be of any special benefit to the mining industry. But since then, mark the change! From a small, unimportant industry, that of mining has become one of the great wealth-producing factors of the nation. From an annual yield of fifty years ago so modest that the public mind scarcely gave it a thought, the mineral production of America has long since passed the billion dollar mark. The annual yield of coal has increased from less than 4,000,000 tons in 1849 to 350,000,000 tons in 1903. Iron has increased from 600,000 tons in 1850 to 20,000,000 tons in 1904. Lead from 18,000 to 280,000 tons in the same period of time, and copper from less than 1,000 tons to over 700,000,000 pounds annually, and the demand is increasing so rapidly that the large manufacturers of copper utilities are seeking their own mines for a source of production. So it has been throughout the long line of mineral products of this wonderful country, in which is mined and marketed sixty-three commercial mineral substances, besides gold and silver. And when we come to those precious metals, we have a story equally as marvelous. The annual yield of gold has advanced from less than \$5,000,000 in 1848 to over \$80,000,000 in 1904. The production of silver in commercial quantities began within the memory of the present generation, yet its output in 1904 was over \$70,000,000 from mines that are seemingly inexhaustible. When we view the mining industry of our country as a whole, our amazement grows intense, and statistics become almost incredible and bewildering. The miners themselves have not fully appreciated the stupendous magnitude of the industry in which they are engaged, or the important part it plays in our national affairs; nor has the public realized its marvelous growth and value.

Take the last ten years for example: In 1894 the mineral production of the United States, as reported by Dr. David T. Day, of the United States Geological Survey, was something over \$520,000,000; in 1895, \$620,000,000; in 1896, \$622,000,000; in 1897, \$631,000,000; in 1898, \$698,000,000; in 1899, owing to the advance in iron and copper, it jumped to over \$970,000,000; in 1900, it passed the billion dollar mark, and has rapidly increased, until in 1904, it exceeded \$1,500,000,000, an increase of almost one billion dollars in annual production over that of 1894, and in proportionate ratio will exceed two billion dollars annually in the next three years. And yet, my friends, the administration of the affairs of this gigantic industry is still in the background, as it was in the days of '49, occupying very subordinate positions in the affairs of three departments but poorly equipped to cope with its daily needs.

In no other industry of the world has there been such rapidity of development, and in no other are future possibilities greater. When other industries have failed, mining has plodded along; it has been the mainstay of hard times and the backbone of industrial energy; it has quickened every avenue of trade, and raised our nation to a degree of independence unparalleled in the world; it has supported alike, factory and farm, and has been the surest ally and safest friend of commerce. Nor is this all. It is to the credit of the mining industry that in the hour of our nation's darkest peril, in that terrible siege of the Civil War, the waning credit of the nation was sustained by the enormous yield of gold from that greatest of all her Western states, California.

Prior to the thirty-ninth congress, the mines of the country were in jeopardy, several bills had been introduced in previous sessions, making provision for government ownership of the mines and the use of their product to pay the national debt.

It was not until 1899 that the Department of Agriculture was established, although its need had long been recognized, and the farmer had been for years in the same predicament as the miner; but he protested, and he had a right to protest. He did more: He appealed, he petitioned, and he agitated, and he persisted in his efforts until the Department of Agriculture was established. And what has been the result? It would be idle for me to attempt to tell you, for you all know full well the benefits that have come to all engaged in agriculture through the splendid work of the department devoted solely to its advancement. No one today questions the wisdom of making the secretary of agriculture a member of the President's cabinet. But if agriculture presented complex problems to solve, mining and the great mineral industries present equally great, if not greater ones, and our government can well afford to establish a department of mines and mining, to aid and encourage an industry that has done, is doing, and will continue to do, so much for the country, and upon which the future of our prosperity so largely depends. How shall this aid be extended? The first consideration is unity of action, a system with one controlling head, from which uniformity of results must necessarily follow.

The Department of Mines and Mining should take up the question of the classification and segregation of the mineral land from the agricultural, and the disposition of mineral lands to the miner on an equal basis with the farmer.

It should formulate and secure the passage of laws which would be advantageous to the mining industry in all its branches, without doing wrong or injury to other industries. It should take over the Geological Survey and extend and broaden its field of usefulness. It should acquire and distribute a vast fund of practical, sensible, useful information on all subjects relative to mining, and be in a position to take up all questions of mining and metallurgy.

With a department of mines and mining, the prospectors and miners throughout the country would be certain to receive more consideration at the hands of the government. At present they are rather more ignored than encouraged in the pursuit of their chosen occupation. Both the mountainous and desert regions of the United States are brought to a productive stage by the efforts of the miners alone. There is no encouragement for men in other occupations to settle up such regions or to develop them. That the government desires to have such lands settled and made productive is shown by the present activity of the Reclamation branch of the United States Geological Survey, which is building dams, reservoirs and irrigation ditches in the arid regions, to make the adjacent land worth purchasing and worth cultivating. The miners have long been using such areas, as well as the mountain ones, without any such federal aid. Hundreds and thousands of instances might be cited did time and space permit.

The government has always shown a very decided tendency to aid the agriculturists in any way, but the miners have actually had to fight for their rights and overcome the difficulties as best they might; whenever there have been contests between the farmer and miner, in the land offices, the United States courts or the federal departments, the miner has been given the "short end." The miner is forced to pay \$2.50 an acre for his land, and the farmer gets his for \$1.25 or just half price. The miner is allowed to locate 20-acre tracts and the farmer 160 acres.

It is little or no trouble to get a patent for agricultural land, but it takes money, a year or two of time, and much annoyance, to get a mining patent. The miner has to prove and disprove all kinds of things in connection with his title, all the burden of proof being placed upon him in applications and contests: The farmer can locate any kind of land in any way and has not got to prove that it will raise cabbages, wheat, or anything else. The miner with his land must prove to the government in advance that it is more valuable for mining than agriculture, and must actually show the mineral in advance of getting government title, and it must be paying mineral, too, as if it were any of the government's business whether he lost money or not when he bought the land. When a miner has to run a two or three thousand foot bedrock tunnel to tap a gravel channel lying 500 or 1000 feet under a lava-capped divide, as they do in the drift mines of California, how can he prove existence of auriferous gravel, or its value, until he finishes his tunnel? Yet the government will not recognize his mining locations until he does prove it. It takes two to five years to run one of these bedrock tunnels, some of them six or seven thousand feet long. On the Forest Hill divide in California there are tunnels in the drift mines over five miles in length. Is it not probable that a secretary of mines and mining could readily prove to the President and his advisers in the cabinet that the laws and rulings of the departments enforcing such requirements are absurd and nonsensical and that they should be repealed?

Commerce, agriculture, the army, the navy, and other branches of industry get what they need, but the miner, who is turning out fifteen hundred million of dollars a year, in bolstering up the credit of the nation with the only thing that will do it, is absolutely unrecognized. The new Department of Commerce looks after the transportation problem of mining product, but has nothing to do with the products themselves, or the miners, either. The Interior Department and the Land Office, which are mainly interested in agriculture, have all to say about mining, but treat it as a side issue only.

Notwithstanding that the results of the miners' work are increasing many millions yearly, thus proving the permanence and rapid growth of the industry, it has thus far been impossible to convince congress that there should be a secretary of mining.

The mining bureaus of the several states accomplish much good and are valuable adjuncts in the development of the mineral industry and the promotion of mining interests in general. Their respective fields of labor, however, are bounded by state lines, and united action, under such conditions, can scarcely be expected. No efficient means for interchange of methods or results can be devised without some central point towards which will flow, and from which will come, all beneficial information. Only by means of a national bureau can these requirements be accomplished, and a competent, complete and harmonious system be evolved from the present incomplete and isolated system of the several states. It is equally clear that the bureau sought to be established should have as its head a member of the President's cabinet, who would at once have the ear of congress and the confidence of the President.

Congress meets periodically and has such a multitude of questions to consider that it is almost a matter of impossibility for a member to secure recognition for any bill introduced in the interests of the mining industry, while the head of a department of mines and mining, were he a member of

the cabinet, where the policy of the country is constantly being discussed and considered, would be in a position to demand of congress such laws as might be necessary, and his rulings in all matters relative to mining matters would be final.

The contradictory rulings by officials who are not to be blamed for not knowing anything of the matter upon which they are ruling, the construction of the law by one officer, in direct conflict with the construction of the same law by another officer, the clash of official authority and the evident embarrassment which such work entails upon the office in which it originates, are all matters of public knowledge and regret. At present the only direct connection our government has with its great basic industry is through a subordinate official in the General Land Office, the General Land Office itself occupying a subordinate position in the Department of the Interior, and every one, at all familiar with the subject, knows the lamentable result of such inadequate representation.

The importance of the mining industry demands that the nation's chief executive should at all times be able to command the best and fullest information relative to its needs, and in no way could this be so well accomplished as through an executive department, whose chief officer was admitted to the counsels of the President's official family. Nor should the work thus briefly indicated be left to any subordinate branch of any existing department. The Treasury Department furnishes statistical information of great value. The Interior Department, through that splendid institution, the United States Geological Survey, renders great aid. And other departments also help, but none of them, in the very nature of things, can devote the time and attention to the mining industry which its importance demands and requires. And why should the affairs of this vitally important industry be divided and scattered through several departments, when infinitely better results would follow were they confined to one head?

It is the duty of the government to see that the sources of national wealth are not wasted. Millions upon millions have been irretrievably lost by reason of neglect that has resulted from lack of knowledge and conditions that could and should have been furnished by a representative such as we urge. Its cost would be trivial in comparison with its benefit, and purely as a business proposition, there is nothing before the American people today sounder in policy, or more appropriate, than the creation of this department. It is not a local question; it affects the entire nation. It is as broad in its scope as the geographical limits of our whole country. Everywhere it is mentioned spring up friends and earnest advocates, for everyone realizes how necessary it is that the industry which lies at the base of the nation's prosperity, and which upholds all other industries, should have an appropriate guardian and representative in the nation's cabinet.

It seems almost an idle waste of words to argue the wisdom of establishing this proposed department. It may be said that it is easier to ask than to obtain. That is true. It may be said that congress is burdened with a multiplicity of questions; that is quite true. It may be said that an avalanche, a wild, surging torrent of bills of every conceivable nature rushes down upon congress at every session. Unfortunately that is also true. It may be true that every congressman desires an appropriation for every stream that meanders through his district, and hence will not pay heed to our needs or demands. It may be true that there are ten thousand different things, great and small, to engage and engross the time and attention of congress, and that it will be difficult to obtain a hearing. But, my friends, admitting and conceding all this to be true, let us follow the example of the farmer, and keep on asking, keep on petitioning, keep on protesting, until we convince and assure congress of the justice, of the necessity of the department we ask for.

Upon the prosperity of the mineral industry permanently rests the prosperity of the country. Anything that tends to foster and encourage this in-

dustry is within the province and should be a part of the purpose of a well-regulated government, of whatever form it may be. The value and extent of the various mining industries of this nation are of sufficient importance to justify the creation of a position in the cabinet. The miners are put off from year to year. The only thing for us to do is to keep hammering and hammering at the doors of congress until they finally get rid of the noise by giving us what we want. Petitions and memorials and resolutions are pigeon-holed from session to session. When these holes are all filled, if we still continue to make a noise and keep on making it louder, we may finally succeed. I want to see our government enter upon this work, and let it be confided to a secretary of mines and mining.

THE CHAIRMAN: I want to introduce Mr. C. B. Boothe of Los Angeles, Cal., chairman of the Executive Committee of the National Irrigation Congress, who has an announcement to make that will be of interest, I am sure, to all of you.

MR. BOOTHE announced the opening of the National Irrigation Congress on the following Monday, continuing Tuesday, Wednesday, and Thursday, on Tuesday and Wednesday sitting in five sections, namely: Forestry, in charge of Mr. Gifford Pinchot, chief forester of the United States; second, production of irrigation, in charge of Dr. A. C. True, director of experimental stations of the agricultural department at Washington; third, engineering and mechanics, in charge of Mr. F. H. Newell, chief engineer of the United States reclamation service; fourth, climatology, in charge of Mr. Williams, the acting head of the Weather Bureau; and fifth, rural settlement, which will be in charge of Mr. Charles W. Eberline of San Francisco.

THE CHAIRMAN: The next paper on the program is an address by Mr. Loveland of San Francisco, on the subject of home manufactures.

MR. LOVELAND: Mr. Chairman, I have temporarily yielded my time to Dr. Grant.

THE CHAIRMAN: I have great pleasure in announcing that the next paper, Mr. Loveland having given way, will be by Dr. Roland D. Grant of Vancouver, B. C., who has been especially requested by the Executive Committee to come to this Congress and present this paper at this time. The speaker of course finds his larger audience in the publication of the proceedings. (Applause.)

DR. GRANT:

AMERICAN SCENERY.

Ladies and Gentlemen—As I view this diminishing audience, I am thinking of the doctrine of the survival of the fittest; of how many of you have lived through to this time. You have done well. I would have been exceedingly happy had I the privilege of devoting a goodly time to the topic which is to me so intensely interesting; but you know that you cannot tell

so very much about public speakers. An Irishman was about to buy a clock, when the man selling it said: "There is one I think you would like very much; that clock will run eight days without winding." "Well," replied the Irishman, "how long do you think it would run if you should wind it?" Now, I wish to read you this paper, and I am not in the habit of reading, but this topic demands it, and I am going to do it as if it were a religious service, and ask the people coming in if they will please come forward, not for prayers, but that I may have the privilege of seeing you, as I hear a man outside calling dinner, and mighty few men can stand on this platform and talk at this hour, while you hear a call to dinner.

Scenery is the pictured page of the volume of travel. The magazine must be illustrated to sell, so must the volume of journeyings. If there are two trails, one leading over the treeless plain, and the other through the shaded woods, the open path will be little worn. In variety there is both spice and rest; and scenery is variety, the absence of wearying monotone, something new before the old has faded. The world looks ever for novelties. Barnum knew this, and beginning with one elephant, ended with a drove, and had he lived, would have had one red, white and blue. Sustained effort, even of enjoyment, is painful, and we must have things in vaudeville to run the show very long.

God appealed to this element in man when he encouraged Israel that they should leave the dead level of Egypt and go to the Promised Land. The language even is full of scenery, when he said, "The land whither ye go to possess it is a land of hills and valleys, and drinketh the water of the rain of heaven." This was a case of the Divine advertising a scenic route; and the Jew has ever looked with loving eyes upon the beautiful hills of Palestine.

In all Bible history the heart of man has turned to the inspiration of hills and woods and valleys, and the greatest items of past life have been among the wild and lofty heights where silence is eloquent. The law of God could not have been received apart from rugged Sinai, and Noah's limited marine excursion terminated on Mount Ararat.

The value of pleasant scenery is impressed upon you when paying double price for a front room at the hotel. Lately, however, wise landlords so build as to have all front rooms, and no back-alley windows. They plant ferns, flowers and palms in the court, and patrons pay double for the room because of the view of something green.

Many railroads also have offered prizes to station and section men to beautify the grounds, so as to give pleasure and rest to the guests of the road. In some places for miles roads have planted vines and shrubs, to hide deformities and deaden sound. Surely a city without a scenic park would sink to barbarism. These all tell the philosophy of scenery. Let them be well considered as a basis of its intrinsic value.

THE SCHOOL OF TRAVEL.

The coming university is to be upon wheels. The people are moving from department to department of the earth, which is the campus of that university, and they are studying more and more from original sources the science of nature. The love of the beautiful in form and color is the ultimate in all art, and the world is on the wing to see these in the great gallery of travel. We cannot all own an original Turner or Claude Lorraine landscape, but all can see and admire, and in that way own an original landscape among the White Hills of New Hampshire, which is divinely more beautiful.

Oh, how a wild confusion of hill and vale and crag and tree fall into a most charming harmony, like a bouquet of wild flowers, that nothing can improve. You can never rearrange a bouquet of wild flowers picked at random, as it has the virgin charm all its own.

It is often equally true that in improving scenery it is rather ruined, and for that reason the real lover of nature-art leaves the improved for the untouched tangle of peak and glacier.

As it is, most of the older world has now been smoothed over and "fixed up," so that the numberless legions who long for fresh worlds to conquer must turn to our new land of promise. They are coming here to this "land of hills and valleys" of exhaustless beauty. The call of the wild is now being heard by millions, and it must lead them to seek it on this continent, where the trails are not yet wide enough for two. They are turning away from the old broad roads where marts of business crowd the thoroughfare, or from where the foreign tourist has his hard-beaten path.

Here with us are pastures new for that throng who feed on the higher peaks and wilder pinnacles, and this is an ever increasing company.

The endless procession who have been touring eastward with their Baedeker in hand have at last discovered that the tide of travel is turning this way. Indeed, it is unnatural to go east, as all world movements move with the sun. Every city grows westward, unless some formation makes it impossible.

This world of the west is now to be the Mecca for millions of scenic pilgrims, who have just learned that the real shrines of nature's noblest moods are here in the land of the setting sun.

COMMERCE OF TRAVEL.

Americans have been eastward to see the glorious Alps, and left millions of wealth in those splendid valleys.

So valuable is this troupe of travelers that, even now Switzerland and Italy are spending \$15,000,000 for Simplon tunnel as a gateway for our people to pass through to see the other side of the range. As I have rushed through the endless tunnels of Europe, I have been impressed with the value of the tourist trade, and this last great tunnel is a climax of investment.

An illustration in our own country of the value of summer travel is found in the White Mountain region. This has been more net income to that state than all her manufactures. Scenery is worth more per yard than cotton cloth.

I know bits of New England meadow that have turned more dollars for scenic reasons than for grass and corn.

A pretty shaded lane and a straggling old oak have filled hundreds of farm homes with income guests, where the little flock on the hillside have paid a better dividend to look at than they have in wool and mutton.

The old world haunts have been a rich sluice from which billions have been taken, and the mine is not yet exhausted. But while it is not exhausted, but holding its own, it is equally true that, if a richer Klondike is discovered, you may be sure there will be a mad rush for these new diggings.

Over there are the beautiful and refined Alps; and these none can love more than I. But did you realize their circumference is not larger than some of our American states, while here we have, as the Swiss guide says, "Fifty Switzerlands rolled into one." From Panama to the Arctic run these mountains in long, dim distance, "like a caravan that never passes by, whose camel backs are laden with the sky." One wild confusion of American Alps run these, thousands of miles north and south, until the awful range plunges beneath the sea in the Aleutian islands, that are but the fins of the sunken range.

This enormous American earth-wrinkle, so long, and hundreds of miles in width, can never even be touched in survey by half a dozen generations, and the blessed Alps of Europe could be hopelessly lost among our legions of peaks. We have unmeasured square miles of magnificent mountains that are yet untouched by white foot. We know that they are there, although

unreached, for we have looked out over these endless forests of snow caps beyond the yet-made trails of men.

These untrodden centuries of miles seem simply awful to me, as I hear their silent call in defiance of this living generation. I long to ride upon a cloud and view their mitered peaks, black canyons, heavenly lakes and frozen silence. I listen to the music of their million waterfalls and crashing avalanches, as the gods of destruction tear down their cathedral spires to fill the valleys for generations far unborn.

I see among these rocky fastnesses Klondikes and Transvaal wealth of gold and precious stones; for rubies and diamonds are here. Here they are, waiting the intrepid explorer's wand to reveal to wondering eyes.

Here tower thousands of Jungfraus and Eiger peaks, now wind-swept and alone, where some day millions of old world travelers will journey in and out among these snow-skirted heights.

Train, trail and Alpine hut will ere long win and welcome a wondering world from Mexico to the McKenzie river.

This wealth of wilderness will not long be unknown, as it welcomes the most daring and hardy, as well as the foot of the weary and sad, who will be looking unto these hills from whence cometh their strength.

I wonder how many dollars have been left for transportation of tourists that they might stand a moment to gaze in worthy admiration at Lauterbrunn or Staubbach falls, in Switzerland?

Abroad in company with some who had not seen America, I heard expressions of surprise at some old world waterfalls.

They certainly did not, could not love them more than I did. But I have stood in America where at a single glance I saw twenty such waterfalls all at once. Within a few miles of where we now stand, up yonder gorge the lofty cliffs have scores of these for playthings. The dwellers here about pass them with only pleasant comment, and sometimes allow their rare beauty to be seriously marred by the woodman's ax. There are waterfalls here whose scenic beauty are worth more to this state than she could possibly estimate. It breaks my heart to note that one of the choicest here is being encroached upon and robbed of her God-given garments of trees.

There are so many of these of remarkable beauty all over this continent that, like the stars, they are considered with complacency. True, they have not been immortalized by Byron in some "Childe Harold," but many have more delicate and lovely legendary history, in connection with our other-day redman, who once worshipped in their spray. Among all the greatest of earth roars our Niagara; and let the traveler from abroad who has seen this remember that America has a long list of imposing cataracts, unequaled by anything in Europe.

THE REAL MONARCHS.

The waterfall is not only a thing of beauty in itself—it tells of those rugged and sudden changes of surface that must create the falls, introducing us to the great ruggedness and beauty up where they are born from the womb of the mountain and glacier.

American mountains possess characteristic elements of individuality, as seen in this unique Cascade range. Here rise many segregated monarchs, equaling Fusiama, of Japan. Each stands alone, rising from the very sea level to the altitude of Switzerland's best. But as this line from Mexico to the frozen north stands up from the ocean's brink, it is easy to see that such peak is a mile "taller" mountain than one of the same altitude seen from a plain of 5000 feet. Nowhere in the world can this long procession of lone mountains be matched. Begin with Mount Whitney, in California, coming north, Mount Shasta, Mount Pitt, Three Sisters, Jefferson, Mount Hood, St. Helens, Adams, Tacoma, Mount Baker, nearly all over two miles in height, and then on through the forest of massive uplifts of the British procession

to Alaska, where Mount McKinley rises 20,500 feet from the sea. These throughout are not only snow-capped, but snow-skirted, to such remarkable degree, that when seen from any point they seem to be complete masses of pure white. It is difficult to find a view of any of them, even in July, that shows anything but unbroken, faultless white. They are very many lesser domes and peaks between these mentioned, but a ride of 1000 miles beside these oft-occurring monarchs of the range is a wonderful privilege. At no time in that long journey are they all out of sight, and sometimes five or more of them are seen at once, and such a revelation has no comparison on earth, and it is worth traversing the whole earth to see. Perhaps the most imposing view of all is 12 miles from Portland, where the royal Columbia is met by this rich Willamette. There are points there where Mount Hood simply seems immeasurable in altitude, as though its base began at your feet in the stream, and all the stream between was a part of that altitude. It is a mystic, spiritual view, and creates an emotion beyond description to a sensitive soul.

MOUNTAINS OF BLUE ICE.

The mountain scenery on this continent is multiplied in grandeur by the untold thousands of glaciers. They hang everywhere, of such enormous proportions, and resting upon the rugged shoulders sometimes of a dozen peaks. Positions can be secured where from one viewpoint they can be counted by the score, and no doubt that from some highest pinnacle it would be possible to count a full hundred; and there are single glaciers among them larger than all the glaciers of Europe put together. Here are glaciers 100 feet thick. Glaciers of solid green ice 500 feet thick, and miles in length. A glacier three thousand feet thick would hardly be credited, yet such have I seen, and scaled its measureless area. Its boundless size is forbidding as well as attractive. Its enormous ploughshares had ploughed up literally mountain moraines on either side, and beneath its solid mass it carries caverns more beautiful in nature than those carved out at Grindenwald.

I have seen tumble from these frozen mountains a goodly number of very great avalanches of ice when the falling mass was over a half mile in midair, before it reached its rest to form a newer glacier below; I have been near enough to be hit by the outer rim of the falling snow, and such close friendship is pleasing. Glacier experiences may be had without number, of the most silent or startling character. They are easy of access, or for the most daring, as you choose.

To me the most beautiful place in Europe is Lake Como, especially taken with Logano. These are places of quiet, artistic beauty. I have been asked if America could in any sense equal these. Comparisons are not pleasant, especially with anything so divinely beautiful. The child asked which it likes best, papa or mamma, usually replies "Bof." So my soul hath serene bliss on Como, and that rare lake has been worth a thousand gold mines in that country. If I were worth a billion dollars, I would give half of it rather than not see Como, but I would give the whole billion and come down the trail afoot, rather than miss some lakes I know of on this continent.

How charming were some of the forest lakes in Minnesota, before they were improved, for I picked up gems on their pebbled beaches when they were new. I even know where there is a blue Alpine lake, 60 miles from Boston, on a ragged cliff. It is of unknown depth, and its craggy shores are all lined with resplendent crystals that sparkle in the setting sun. And now, as I think, gem lakes swarm in memory from ocean to ocean. On and near all the lines of transcontinental travel are lakes each worth a tour of the earth to admire. High up amid summer freezing, low down in deep valleys of living green, or held far out on rugged crags. Everywhere these emerald and sapphire gems are set o'er the surface of the continent.

If I should yield myself to the passion of describing these loveliest gems of earth it would cover volumes, for I have loved and studied them far and near, covering every variety and combination of nature.

How I would love to have as companions Turner, with his brush, and Ruskin, with his pen, and Thoreau, with his spirit, and together be wafted from one to another of these exalted lakes.

From Tahoe, in the Sierras, to Crater Lake, on Mount Mazama, Lakes McDonald, Jackson and Yellowstone, in the Rockies, and so on to lonely and lovely Lake Louise, among the clouds of the north. This last is perhaps the spot of most bewildering beauty. This sapphire lake is two miles across, seeming but a quarter of one mile; deep blue, changing off to richest green, and shadowing the lofty crags and glaciers that rise from its brink to many thousand feet. Then yonder range running before you like the roof of the universe, carrying many miles of green and white glaciers that thunder ever in terrific tumult over the black cliff of a half a mile in air. Crags, cliffs, peaks and glaciers in wild and terrible disorder fill the vision and fill the sky. The peaks are two and a half miles high and the lake half that in altitude, while other silent lakes rest a thousand feet higher up among those time-torn pinnacles. Here, rocks and ice and flowers are all blended in happy fraternity. Nowhere else have I ever been so impressed with the sense that here is a place fit for the throne of God; and somewhere near all good spirits dwell. If shut out of heaven, I should seek this holy shrine, for God made it.

HISTORICAL SCENERY.

Not only have we charming vistas, but the historical is not lacking in our American scenery, as many think. Among our towns and hamlets the Dutch Amsterdams blend happily with our dear old Indian Cayudatas, Saukanadagas and Chuctunundas. All these and many more where the sleepy Mohawk gently glides on its sweet, winding way to the sea. The heraldry of many of our rivers would not be smiled at by the Rhine or the Po. Not only can this be said of the Hudson, the Connecticut, the Potomac, the Suwanee and the Savannah, but a hundred others, from ocean to ocean.

I can barely refrain from giving pages of truly ancient lore that cluster with delightful atmosphere about all of our American scenery. Here American, English, Spanish, French, and old Indian are finely blended. The fable tales told me while gliding down the lovely Rhine I can match in weirdness and wildness and even in years with stories of this wildest of rivers, the Columbia. This is doubted abroad, for I have been innocently smiled at and told that our scenery was "hardly old enough to be baptized." I long for the time to tell of the splendid halo of history about us here. But if scientific students over there had reconnoitered here they would have been lost in delightful prehistoric worlds as well as grandeur.

Revelations await them. A foreigner talking to an American traveler, said: "Oh, but you have no Vesuvius volcano." "No," the Yankee replied, "but we have a Niagara that can put it out if it is on fire." When I looked at Vesuvius with pleasure, I could not forget that in America we had an extinct volcano with crater so vast you could pull Vesuvius by the roots and drop it into our open crater, and Vesuvius would go a thousand feet out of sight, and few there be who have seen this, as I will tell you later.

A gentleman abroad said to me: "You have no Giant's Causeway in America." I said: "Come with me and I will show you its duplicate multiplied many, many times in Idaho, where you can see the same hexagonal, spinal-columned basalt for forty miles. And are not the beautiful grottoes of Italy strangely mated on the islands of California, with points of exceeding beauty and geological interest?"

The fjords of Norway and the North Sea repeat themselves in our northwest archipelago, where you could sail a thousand miles along the

Pacific and not see the outer ocean, while great Alaska is a world by itself of such unique scenic work that it can be compared to nothing.

When one has traveled a few hundred miles among the glistening stalactites of our Mammoth Cave, Luray Caverns, and the more lovely caves of Josephine county, Oregon, he will find it easy to get lost in the underworld, for our scenery is sometimes many stories high, with a basement. Indeed, before a man could have seen the chief points of American scenery, his age would be that of Methuselah's, for the western part of this continent is a perfect museum of stupendous relics. From the Thousand islands of the St. Lawrence to the endless group above Puget Sound, our Mediterranean is a delightful journey, introducing you to other worlds.

THE PLOUGHSHARE OF AGES.

Come ye, who have wandered over the globe to see God's handiwork; come here and study the two greatest canyons, the Yellowstone and the Colorado. Here you may end your search for the workings of creation. In the Yellowstone you will find God still at work completing the earth's crust. You can stand by him and see all the awful processes of creation before the surface is even cooled. An indescribable world, with its seven thousand tremendous geysers and fumaroles, as beautiful as they are awful.

This national park is both modern and prehistoric. Here all worlds meet, the beauties of heaven and the fumes of the pit. Here is Hell's Half Acre, with the Devil's Frying Pan, Kitchen and Ink Stand, recording a mystery that makes you hold your breath. Here volcanoes of hot water, hot mud, and even hot air are poured out with a precision that suggests some engineer below.

Here in this greatest of watersheds known rise the three greatest river systems, the Missouri, the Snake and the Colorado river. These three all rise in the Yellowstone, gushing madly out of the hot earth's center up hundreds of feet into the air. You can cook your meat in the fountain waters of either of these three rivers, and cook it quick.

From the Yellowstone region follow the wild Colorado river, whose track all northwest rivers used to follow to the southern sea. Salt Lake is the last remnant of that inter-mountain ocean. Such vast inland sea alone can account for the awful wear and tear that plowed out the frightful Canyon of the Colorado.

Stand on this canyon, ye lover of scenery, and see where the breaking up of the fountains of the great deep have torn away a quarter of a continent, and buried and then unburied ancient forests. While buried in its silica, it turned these old forests into beautiful stone, and now, all about you for hundreds of miles, these stony forests lie in confusion of form and color, turned to sand and onyx and sardonyx, prase, chrysoprase and every-hued heliotrope and jasper.

Here old earth is split and carved in mad and terrible beauty, where the vast ploughshare of ages has turned up a furrow 12 miles across and more than a mile deep for hundreds of miles in length. Here all colors, tints and hues are in riotous splashes. Here the titanic architect has flung universal castles, domes and turrets of palace and tower in infinite disorder, and then thrown the radiant prismatics of the spectroscope over it all.

Do not say you have seen scenery unless you have seen America's scenery. Here it rises to its loftiest perfection in moods of solemn vastness or quiet grace. Come up along this western coast as a climax of all. Here by the Pacific, nature revels all its glory, here every wild antic of nature has found full vent. This is indeed the end of the world—the last show on earth.

THE SOUTHERN COAST.

Think of that charming summerland of Southern California, that land where the sun-kissed hills and valleys are ever changing into the commerce

of beauty. There where paradise is being restored among the palms and pomegranates, where a scoriated Campagna vaster than many Italys is blooming like the rose. There the trees of life bear their fruit literally every month, and the traveling nations have found healing in the leaves that shade this orange-groved Eden. There, too, have the endless processions brought the glory and honor and wealth of nations.

AGAIN THESE CASCADES.

This whole western range with its mighty sentinel peaks containeth glories and wonders undreamed of by the world. Let me tell again of the silent hall of Mount Mazama, just below us here. Here is that old volcano into whose open crater you can fling Vesuvius out of sight. To have once looked into this almighty vortex where blue heavens are repeated a mile below your feet, is worth several journeys around the globe. From this terrible sanctuary of silence, this shrine of the gods, even the redman stands aloof in dreadful awe. Sometime millions will have seen it and been hushed. I am glad I saw it and slept upon its brink many moons before the trail grew wide enough for two. Floating there in the deep night shadows of Wizard island one hears the voice of God. But let no reckless foot venture the inner sanctuary, lest he be hurled into the unknown forever that reigns down there in the lower blue, which looks the upturned dome of the universe.

MY CATHEDRAL VISION.

Come again and stand yonder at the meeting of these great waters; look up at these five enormous fields of snow, held miles toward heaven, and somehow, divinity is enshrined about you. Thank God, these awful scenes cannot be marred by man's folly. Man is insignificant here, and so vast are these, man can only worship in silence, and that silence is so intense it cannot be broken. Like St. Peter's in Rome, which is so vast no audience can perceptibly fill it, so standing there man seems but a moment in eternity.

The coming of the millions of earth to worship here in all the years hence can never crowd the corridors and aisles of this universal cathedral. This old Columbia cathedral, whose ether blue vault is supported by these spiritual snow-white columns. These manifestations of divine purity.

Behold a never-ceasing processional and recessional that shall in all the coming years move up and down that enchanted transept that cuts its way through this range! In the Columbia gorge can be seen and felt all varieties of the Divine architecture. Behold unmeasured architraves and terminating cornices, towering spires, or lofty vaults and domes with arches and flying buttresses in endless array. Vast and impenetrable niches, where stand millions of unapproachable forms and spirits chiseled and painted here by the God of Ages. To complete the cathedral effect, unnumbered hexagonal organ pipes are full of the music of silence, blending ever with the vox-angelic of a thousand vapory waterfalls.

Standing there at the eastern portal of our continent wait the multitude audience whom no man can number, to be guided through this cathedral aisle. Here where the dusky race are vanishing toward the sunset, will come the paleface in his turn to worship in stillness and pass out into the unknown sea beyond.

DESECRATIONS.

The advertising fiend is abroad in the land. Let every true American that loves nature refuse to purchase anything whose God-defying advertisements now ruin hundreds of miles of lovely fen and moor. These beauty-hating men of board and brush would daub the white throne with some brand of whisky and tobacco and drive the angels out of heaven with distraction.

Let railroads use their great power to save us from this unmitigated prostitution. I insist the eye is more sensitive than throat or nostril, and if our boards of health prosecute when food is polluted, then why pure scenery be polluted, and none protest, nor find redress? Must the vast army who pay to view and adore the landscapes be forced to ride in wrath between sky-high boards on either side of your train, and read and reread, for a thousand miles, of some brand of emetic nicotine, until he turns pale and pulls the curtain down to prevent sickness?

Any man who allows these advertisements on his buildings or fields is only thereby advertising himself as very cheap, wanting in all the refinements of nature.

VALUE TO SCENERY MERCHANTS.

Let us keep American scenery as the greatest asset the country has. If it has been worth \$80,000,000 to New Hampshire alone in ten years, then calculate its value from a continental basis.

Above 14,000 people visited the wilderness of Yellowstone Park last year, while some days 50,000 people walk the streets of Southern California, all of whom are guests of travel, and the mountains of Colorado are ever filled with happy pilgrims. The number that visited the Colorado Canyon reveal the following remarkable increase:

1900	813	1903	12,704
1901	2,993	1904	15,985
1902	6,608		

This amazing increase illustrates in one concrete case what I have found all over the continent, but have not time to tell. These are only characteristic of the present interest in our unique scenery, and ten years hence it will bother the railroads to transport the scenery lover.

The whole world is coming to see this continent. The whole east is coming to see the wonderful west. If the old Baltimore & Ohio could advertise its crooks and turns as worth the time of travelers to come and see, then this continent has an inexhaustible world of wildest beauty in crooks and turns of hill and vale, increasing ever as you come westward. Westward the course of empire takes its way, and let me dedicate my verse to this Columbia river region, down whose gorgeous gorge came Lewis and Clark 100 years ago, in whose honor we are celebrating in this exposition city. (Prolonged applause.)

MR. TOM RICHARDSON (Portland): Mr. Chairman and ladies and gentlemen, I think the address we have just listened to is the greatest gem we have had before any of our Congresses, and we are going to see that it is circulated all over the United States, both by the railroads and every other way. But now I want to ask a privilege before this Congress adjourns, of presenting the following resolution:

THE COLUMBIA RIVER.

WHEREAS, The additional appropriation of nine hundred thousand dollars (\$900,000) is a sum sufficient, according to the United States government engineers, to complete the jetty, thereby placing the Columbia river traffic on a par with the greatest gateways of the world; and

WHEREAS, The delay of this great improvement retards the advancement of Oregon, Washington and Idaho and places the producers of these three states at a disadvantage; therefore,

Be it Resolved, That the Trans-Mississippi Commercial Congress, in convention assembled, urge the congress of the United States immediately upon convening to make such appropriation as will do justice to the people of the great Pacific northwest and permit that portion of our common country to develop so that its products may find a highway to the markets of the entire world without the inconvenience of low water over the bar.

Now, Mr. Chairman, I would ask it as a special favor of this Congress to suspend the rules with reference to this one resolution. It is one in which our people of the great Pacific Northwest unite, just as Kansas, Nebraska, Arkansas, and Missouri, and all of the great mid-continent unite in asking the government of the United States for a lump appropriation for the improvement of the great waterways. I ask the suspension of the rules, and that this resolution be permitted to come before the Congress as a separate resolution, and move its adoption.

THE CHAIRMAN: The gentleman is out of order. It goes to the Committee on Resolutions

JUDGE RAKER (California): Mr. Chairman, may I ask what the rule is in reference to suspension of the rules, or if there is such a rule.

THE CHAIR: No, sir.

JUDGE RAKER: There is no rule allowing suspension of the rules?

THE CHAIRMAN: No, sir.

JUDGE RAKER: Then I make the point that if there is no rule upon that question, the general rule then prevails that two-thirds of those present may suspend the rule; and therefore I ask that the gentleman's motion may now be heard, and the rule suspended.

THE CHAIRMAN: Out of order. It goes to the Committee on Resolutions, which meets at 8 o'clock tomorrow morning. I would be particularly pleased if I could favor the gentleman, who has been the most active force in this Congress for years, and he is my friend. But in justice to my position as presiding officer, I can not.

MR. RICHARDSON: I defer, Mr. President, and withdraw the request.

SECRETARY FRANCIS: I have here my report covering the operations of the office of the Secretary, which you will find quite lengthy, and as it is confined largely to details and will consume considerable time in its reading, I would ask permission, in view of the fact that it has already been acted upon by the Executive Committee, to present it and have it printed in the record.

THE CHAIRMAN: There being no objection the report is accepted and will be printed in the record

REPORT OF SECRETARY.

Mr. Chairman and Members of the Executive Committee of the Trans-Mississippi Commercial Congress:

I herewith submit my report for the year, covering receipts and expenditures, together with a record of the operations of this office.

GENERAL FUND.

RECEIPTS.

From permanent memberships, last report.....	\$355.00
Additional memberships	220.00
From other sources	60.90
Total	<u>\$635.90</u>

DISBURSEMENTS.

Printing and expense	\$128.10
Postage	167.02
Telegram40
Typewriting for St. Louis and Seattle reports.....	180.50
Miss Hoover, official report, St. Louis session.....	125.00
Stationery supplies	16.10
Express and freight	6.53
Press Clipping Bureau.....	5.00
Bank exchange	1.50
P. O. box75
	<u>\$630.90</u>
Cash on hand.....	\$ 90.00

BILLS PAYABLE.

From the Seattle session	\$180.40
Smith-Brooks Printing Co., St. Louis report, balance.....	273.35
Total	<u>\$453.75</u>

PERMANENT MEMBERS.

Permanent members paying dues were as follows:

John G. Brady, Sitka, Alaska, membership fee.....	\$5.00
Edward DeGroff, Sitka, Alaska, membership fee.....	5.00
Fred J. Koster, San Francisco, membership fee.....	5.00
Rufus P. Jennings, San Francisco, membership fee.....	5.00

Ed. Fletcher, San Diego, Cal., membership fee.....	5.00
H. P. Wood, San Diego, Cal., membership fee.....	5.00
W. H. Weilbye, Oakland, Cal., membership fee.....	5.00
J. G. Loveran, Eureka, Cal., membership fee.....	5.00
C. B. Boothe, Los Angeles, Cal., membership fee.....	5.00
Chas. A. Stokes, Denver, Colo., membership fee.....	5.00
Fred. A. Williams, Denver, Colo., membership fee.....	5.00
J. P. Hall, Denver, Colo., membership fee.....	5.00
Philip Schuch, Jr., Denver, Colo., membership fee.....	5.00
Chas. A. Black, Montrose, Colo., membership fee.....	5.00
Nelson Franklin, Victor, Colo., membership fee.....	5.00
A. A. Rollestone, Victor, Colo., membership fee.....	5.00
Frank M. Woods, Victor, Colo., membership fee.....	5.00
F. A. Reardon, Victor, Colo., membership fee.....	5.00
W. H. Dingman, Victor, Colo., membership fee.....	5.00
Chas. H. Waldron, Victor, Colo., membership fee.....	5.00
G. E. Copeland, Victor, Colo., membership fee.....	5.00
J. C. Staats, Victor, Colo., membership fee.....	5.00
Paul M. North, Goldfield, Colo., membership fee.....	5.00
Arthur F. Francis, Cripple Creek, Colo., membership fee.....	5.00
C. E. Miesse, Cripple Creek, Colo., membership fee.....	5.00
R. A. Airheart, Cripple Creek, Colo., membership fee.....	5.00
W. H. Littell, Cripple Creek, Colo., membership fee.....	5.00
P. E. C. Burke, Cripple Creek, Colo., membership fee.....	5.00
J. M. Parfet, Cripple Creek, Colo., membership fee.....	5.00
Carl Johnson, Cripple Creek, Colo., membership fee.....	5.00
Geo. F. Fry, Cripple Creek, Colo., membership fee.....	5.00
T. H. Thomas, Cripple Creek, Colo., membership fee.....	5.00
John T. Hawkins, Cripple Creek, Colo., membership fee.....	5.00
D. H. Franks, Cripple Creek, Colo., membership fee.....	5.00
S. A. Phipps, Cripple Creek, Colo., membership fee.....	5.00
A. E. Johnstone, Keokuk, Iowa, membership fee.....	5.00
Dr. T. C. Frazier, Coffeyville, Kan., membership fee.....	5.00
Chas. K. Fuqua, Baton Rouge, La., membership fee.....	5.00
Alec. Burrel, Marysville, Mont., membership fee.....	5.00
Herbert Strain, Great Falls, Mont., membership fee.....	5.00
Benj. F. Beardsley, St. Paul, Minn., membership fee.....	5.00
R. C. Kerens, St. Louis, Mo., membership fee.....	5.00
F. Ernest Cramer, St. Louis, Mo., membership fee.....	5.00
W. H. Elliot, St. Louis, Mo., membership fee.....	5.00
H. R. Whitmore, St. Louis, Mo., membership fee.....	5.00
W. D. Simmons, St. Louis, Mo., membership fee.....	5.00
Ben. Altheimer, St. Louis, Mo., membership fee.....	5.00
H. W. Quaintance, Columbia, Mo., membership fee.....	5.00
Dr. W. A. Kendall, Poplar Bluff, Mo., membership fee.....	5.00
Dr. J. Philip Kneche, Kansas City, Mo., membership fee.....	5.00
Joseph Hayden, Omaha, Neb., membership fee.....	5.00
H. T. Clarke, Omaha, Neb., membership fee.....	5.00
John A. Scott, Omaha, Neb., membership fee.....	5.00
N. G. Larimore, Larimore, N. D., membership fee.....	5.00
J. W. Moore, Pond Creek, Okl., membership fee.....	5.00
Wesley K. Walton, Salt Lake City, Utah, membership fee.....	5.00
M. F. Cunningham, Salt Lake City, Utah, membership fee.....	5.00
Rudolph Kuchler, Ogden, Utah, membership fee.....	5.00
F. W. Tissburn, Brigham, Utah, membership fee.....	5.00

Webb Greene, Mt. Pleasant, Utah, membership fee.....	5.00
Tom Richardson, Portland, Or., membership fee.....	5.00
R. L. Darrow, Portland, Or., membership fee.....	5.00
Theo. B. Wilcox, Portland, Or., membership fee.....	5.00
W. M. Ladd, Portland, Or., membership fee.....	5.00
A. L. Mills, Portland, Or., membership fee.....	5.00
Chas. E. Ladd, Portland, Or., membership fee.....	5.00
B. Neustadter, Portland, Or., membership fee.....	5.00
Walter F. Burrell, Portland, Or., membership fee.....	5.00
L. A. Lewis, Portland, Or., membership fee.....	5.00
J. Frank Watson, Portland, Or., membership fee.....	5.00
A. H. Devers, Portland, Or., membership fee.....	5.00
Robert Kennedy, Portland, Or., membership fee.....	5.00
Robert Livingstone, Portland, Or., membership fee.....	5.00
W. L. Boise, Portland, Or., membership fee.....	5.00
E. M. Brannick, Portland, Or., membership fee.....	5.00
I. N. Fleischer, Portland, Or., membership fee.....	5.00
E. L. Thompson, Portland, Or., membership fee.....	5.00
W. W. Cotton, Portland, Or., membership fee.....	5.00
E. L. Smith, Hood River, Or., membership fee.....	5.00
Chas. R. Kitchell, Galveston, Tex., membership fee.....	5.00
Ed. F. Harris, Galveston, Tex., membership fee.....	5.00
Walter Gresham, Galveston, Tex., membership fee.....	5.00
D. B. Henderson, Galveston, Tex., membership fee.....	5.00
C. W. Hahl, Houston, Tex., membership fee.....	5.00
H. F. MacGregor, Houston, Tex., membership fee.....	5.00
D. Woodhead, Beaumont, Tex., membership fee.....	5.00
W. S. Davidson, Beaumont, Tex., membership fee.....	5.00
W. C. Averill, Beaumont, Tex., membership fee.....	5.00
T. A. Langham, Beaumont, Tex., membership fee.....	5.00
W. J. Crawford, Beaumont, Tex., membership fee.....	5.00
J. F. Keith, Beaumont, Tex., membership fee.....	5.00
Geo. Romney, Salt Lake City, Utah, membership fee.....	5.00
Edwin F. Holmes, Salt Lake City, Utah, membership fee (3).....	15.00
John Henry Smith, Salt Lake City, Utah, membership fee.....	5.00
Geo. A. Smith, Salt Lake City, Utah, membership fee.....	5.00
John C. Cutler, Salt Lake City, Utah, membership fee.....	5.00
Henry Dinwoody, Salt Lake City, Utah, membership fee.....	5.00
Wm. T. Williams, Salt Lake City, Utah, membership fee.....	5.00
Abel John Evans, Lehi, Utah, membership fee.....	5.00
Reed Smoot, Provo, Utah, membership fee.....	5.00
Jesse Knight, Provo, Utah, membership fee.....	5.00
John R. Barnes, Kaysville, Utah, membership fee.....	5.00
E. W. Purdy, Bellingham, Wash., membership fee.....	5.00
C. V. Nolte, Bellingham, Wash., membership fee.....	5.00
V. A. Roeder, Bellingham, Wash., membership fee.....	5.00
C. E. Gage, Bellingham, Wash., membership fee.....	5.00
A. L. Black, Bellingham, Wash., membership fee.....	5.00
R. R. Bourland, Sec., Peoria, Ill., membership fee.....	5.00
Isaac Taylor, Peoria, Ill., membership fee.....	5.00
Truman G. Palmer, Chicago, Ill., membership fee.....	5.00
Geo. H. Maxwell, Chicago, Ill., membership fee.....	5.00
Frank Wenter, Chicago, Ill., membership fee.....	5.00
F. B. Thurber, New York City, N. Y., membership fee.....	5.00

Total\$575.00

PRINTING OF OFFICIAL REPORTS.

Your secretary, under instructions from the executive committee, prepared and had published a report of the sessions of the congress at St. Louis. That this was required was due to the fact that when the congress was called to meet at St. Louis it was upon the invitation of the Louisiana Purchase Exposition Association and not upon the invitation of the city and the commercial organizations. At previous sessions the expense of the official report of the proceedings and of the printing was borne by the city entertaining the congress. In this instance there was no such arrangement, and the managers of the Louisiana Purchase Exposition required the congress to submit to the usual record which was given to all congresses meeting upon the exposition grounds. Inasmuch as this was inadequate for our purposes, it became incumbent upon the executive committee to furnish the proceedings so that members of congress and others might be furnished with the report. To meet this emergency, your secretary proceeded at once with the proper arrangements, and upon the opening of the national congress had the usual copies of the proceedings upon the desk of each member of the senate and the house.

It was the intention of your committee to also have printed the proceedings of the Seattle session, and your secretary was instructed to proceed with that end in view. At the St. Louis session over \$700.00 was pledged from the various states for that purpose, but despite the repeated appeals of your secretary, this fund was not forthcoming, with the exception of the pledges that were made by Oregon, Washington, Utah and Colorado. With the funds in hand your secretary not only completed the report of the St. Louis session, but compiled the proceedings of the Seattle session. These are now ready for the printer, and I would recommend that some provision be made to have this compilation printed, as frequent demands are made for this report because of the large quantity of valuable information which will be forever lost unless some steps are taken to preserve it.

Your secretary would also recommend that instead of relying upon promises made from the states pledging a certain number of memberships, that these memberships be gathered upon the floor of the congress and not left to the uncertain conditions which follow after the delegates disperse to their homes. In the gathering of memberships it seems absolutely necessary to make personal appeals and wherever this has been done no trouble has been found in securing sufficient funds for the operations of the committee between sessions of the congress. In connection with this, your secretary would respectfully direct your attention to the two items of indebtedness and request that the secretary be instructed to meet these obligations as soon as sufficient memberships are secured to liquidate these claims. Should the proper zeal be manifested, the membership list can be very largely increased and the treasury restored to its usual condition for the benefit of the congressional committee, who will be required to give more than the usual attention next winter to the important recommendations that will be made at this session of the Trans-Mississippi Commercial Congress.

WORK BEFORE THE NATIONAL CONGRESS.

The work incident to the office of the secretary is increasing, especially during the sessions of the national congress, when a stenographer is kept almost constantly employed in keeping up with the correspondence. That our work may be more effective is the earnest desire of every friend of the congress, and this effectiveness can only be assured by keeping in touch with national legislation.

In addition to the printed reports, certified copies of the recommendations made by the last session of the congress to the national congress were sent with special letters to the President of the United States, to the presi-

dent of the senate, the speaker of the house and the chairmen of the various committees of both the senate and the house.

Members of the congressional committee were at times in Washington, but owing to the absence of Senator Kerens, who is in Europe, a report in detail as to the work that was done by the members of that committee in advancing the measures that were recommended is not to be had. Sufficient will it be to say that this work was most effective, especially as to the recommendations before the rivers and harbors committee.

Some time in the near future it is to be hoped that the finances of this organization may be in such condition as to maintain a commissioner whose duties will be to remain in Washington during the long and the short sessions of the national congress and keep in touch with all the legislation in which the Trans-Mississippi states and territories are directly interested, and whose further duty it shall be to keep track of the sessions of the various committees and have the commercial bodies and the cities that are interested in the various pieces of legislation sufficiently posted that the deliberations of the committee may be assisted by influential and competent representatives from those sections, who may be brought to Washington at the telegraphic request of our commissioner.

If this plan could be adopted there would be no difficulty for this organization to secure ample membership fees from the commercial, industrial and other associations who year after year send delegations to this body.

We could also establish permanent headquarters in some central location and have representatives of this committee at stated periods inaugurate a thorough canvass of the cities for these memberships.

CONGRESSIONAL COMMITTEE FOR TWO YEARS.

In connection with this most important work, I would also recommend that the policy heretofore followed of appointing the congressional committee each year be changed so that in the future this most important adjunct to the congress continue for a period of two years, during the long and the short sessions of the national congress. The reason advanced for this change is the detriment of removing the members of one committee just as they become familiar with their duties, and supply their places by other persons not familiar with the work that has already been done and that left undone which should be followed to its conclusion.

By making this change the congressional committee would serve more effectively and at the expiration of their two years' term have a report to present that would show quite an improvement, and at the same time the members of this committee would be more of an aid to the senators and representatives who are really desirous of securing all the information possible in their consideration of the measures brought before them in the committee rooms, affecting the welfare of the Trans-Mississippi states and territories.

OPERATIONS FOR THE YEAR.

The operations of this office have been almost continuous since the adjournment of the St. Louis session, including the work incident to the sixteenth annual session, and there have been distributed mail matter as follows:

General correspondence, including circular letters....	13,569 pieces
Official calls	15,000 pieces
Printed reports of the proceedings.....	750 pieces
Other printed matter	53,141 pieces
Newspapers mailed	1,600 pieces
Total matter distributed	84,060 pieces

These figures give some conception of the work of the executive committee through the secretary's office.

I would particularly call your attention to the following tribute which your executive committee has received from prominent citizens of the Cripple Creek district, whose loyalty to the congress is excelled by no other community since the session held in the city of Cripple Creek, 1901:

Cripple Creek, Colo., December 15, 1904.

To the Executive Committee, Trans-Mississippi Commercial Congress:

In recognition of the fact that your organization has so persistently and with marked success advocated the movement for a department of mines and mining, with its head a member of the national cabinet, we herewith request permanent membership, in conformity with the by-laws of your association.

Nelson Franklin, general manager Eagle Ore Company.

A. A. Rolleston, cashier Banks of Victor and Cripple Creek.

Ralph A. Airheart, Rocky Mountain Gold Mining Company.

C. E. Miesse, Cripple Creek Homestake Mining and Reduction Company.

Paul M. North, postmaster, Goldfield.

Frank M. Woods, Woods Investment Company.

Chas. H. Waldron, Last Dollar Gold Mining Company.

W. H. Littell, "Big Twenty" Gold Mining Company.

P. E. C. Burke, Nevada-Kawich Mining and Milling Company.

J. M. Parfet, manager Gold Exploration Tunnel Company.

C. E. Copeland, manager Taylor & Brunton Sampling Company.

Carl Johnson, mine operator.

Geo. F. Fry, manager Cripple Creek Sampler.

Hon. T. H. Thomas, Judge County Court.

John T. Hawkins, Altman Water Company.

J. C. Staats, chief assayer Portland Mine.

D. H. Franks, Kentucky Gold Mining Company.

Gen. F. M. Reardon, postmaster, Victor.

S. A. Phipps, county treasurer and president Chamber of Commerce of Cripple Creek.

W. E. Dingman, county clerk.

In conclusion, permit me on behalf of the executive committee, to cordially thank the Portland Commercial Club and especially its able manager, Mr. Tom Richardson, for the splendid manner in which the congress has been assisted. Thanks are also due to Mr. H. M. Cake, president of the Portland Commercial Club; to Mr. W. D. Wheelwright, president of the Portland Chamber of Commerce; to Mr. D. W. Allen, president of the Portland Board of trade, for their co-operation which has been so cheerfully extended. Also to Hon. Harry Lane, mayor of Portland; to President H. W. Goode and his assistants of the Exposition management, and to Hon. Geo. E. Chamberlain, governor of Oregon, all of whom have personally co-operated with your secretary.

There has been harmonious action everywhere, and all interests contributing, the work of your committee has been greatly strengthened. Special thanks are due to Mr. Theodore B. Wilcox, our distinguished president, who has devoted his time and counsel for over two months and has aided your secretary materially in the preparation of the splendid programme which is now before you.

Thanks are also due to the press of Portland, to the Associated Press, to the Scripps News Service and to the other news associations for their most valuable aid. No session of this congress has been conducted under more favorable conditions, and it is our belief that the Portland gathering will stand out in the history of our organization as its most successful session.

Every pledge made by Portland at the St. Louis session has been kept, and the business men of Portland have even gone beyond the expectations of the committee.

Respectfully submitted,

ARTHUR F. FRANCIS, Secretary.

MR. H. T. CLARKE: Mr. Chairman, I desire to read a resolution that I have prepared, and which I expected to offer following a paper which I expect to read tomorrow on the subject of rivers and harbors. Anticipating that the Committee on Resolutions may report tomorrow, I wish to offer this now, and have it referred to the committee immediately. My resolution is as follows:

BOND ISSUE FOR RIVER IMPROVEMENTS.

Resolved, That with the many large and pressing demands on the treasury for the improvement of our rivers, harbors and waterways, and the inability to grant funds from the internal revenues, that congress be asked to provide means for the speedy improvement of our national waterways and harbors, so as to accommodate the largest steamers and steamships that wish to use the same, by issuance of at least \$200,000,000 of 2 per cent bonds, to advance the work under way and supply other needs as fast as can be done with due regard to economy.

THE CHAIRMAN: It will be referred to the Committee on Resolutions.

Whereupon, on motion duly seconded, the Congress adjourned until 7:30 p. m.

AUDITORIUM, 7:30 P. M.

HON. L. BRADFORD PRINCE, presiding.

Mr. Chairman, Ladies and Gentlemen—As this evening has been set apart by the executive committee for an illustrated lecture upon the Yellowstone National Park, no business will be in order. I will take the opportunity, however, to express our great satisfaction at the splendid audience which has here gathered. The lecture with which you will be entertained is under the auspices of the interior department, permission for which was obtained after considerable labor on the part of the executive committee.

Mr. Barry Bulkley who, in his capacity as lecturer, represents the government, is well known to you personally, and because of his great ability and reputation stands high in the public service and in the esteem of the people at large. I have now the pleasure of introducing to you Mr. Bulkley.

MR. BULKLEY:

It is unnecessary for me to say that I am as highly gratified as your chairman, Governor Prince, of New Mexico, at the flattering tribute you have

paid me by your presence. The lecture which I will present relates to the Yellowstone National Park, and is one of the most popular efforts of the kind presented by the government.

SYNOPSIS OF YELLOWSTONE LECTURE DELIVERED BY
BARRY BULKLEY OF WASHINGTON, D. C.

- I. Brief sketch of park's discovery. Incidents leading thereto.
- II. Ways of reaching park.
- III. Station at Gardiner as point of entrance.
- IV. Description of Mammoth Hot Springs Terraces.
- V. Lecturer then fully describes the method of transportation, the work of the government in repairing and maintaining the roads, and then with the aid of over 100 views takes his audience on the trip through the park, using the Mammoth Hot Springs as a starting point. He dwells upon the characteristics of the geyser and pool formation as well as the peculiarities of the basins, shows the falls, the rivers, the cataracts, speaks of the animal life of the park, and closes his lecture with a glowing tribute to the Grand Canyon.

9:30 P. M., the congress adjourned to meet at 9:30 A. M. Saturday morning.

FOURTH DAY

AUDITORIUM, LEWIS AND CLARK EXPOSITION GROUNDS,

August 19, 1905, 9:30 A. M.

The convention was called to order at the usual time, Vice-President John Henry Smith, of Utah, in the chair.

THE CHAIRMAN: The first thing on our programme this morning is a paper entitled "The New Department of Commerce and Labor," by General John W. Noble, whom I now have the pleasure to introduce. (Applause.)

GEN. JOHN W. NOBLE:

THE NEW "DEPARTMENT OF COMMERCE AND LABOR."

Mr. President Ladies and Gentlemen—The advent of the department of commerce and labor is gratifying to this Congress, now in its sixteenth annual session, and which has for many years past advocated the recognition by congress of these great interests in the form now granted. To all our people it is also an important event because of the growing influence its administration must undoubtedly exert upon the future welfare of our people.

The fifty-seventh congress established this department by the act approved February 14, 1903, and without delay its secretary was appointed by the president and confirmed by the senate; he becoming, by the practice as to such matters, the ninth member of the cabinet.

The department is "to foster, promote and develop the foreign and domestic commerce, the mining, manufacturing, shipping and fishing industries, the labor interests and the transportation facilities of the United States," with control of certain specified bureaus of the public service, and with other prescribed powers and duties.

These words of the statute present at a glance the grand scope and might of this new arm of administration, embracing a group of interests than which none the people have are more vital to our prosperity.

COMMERCIAL BODIES CONGRATULATED.

You will remember that at successive meetings of this Congress for many years past, the question as to the necessity of such a department has been most seriously, and, at times, it may be said, heatedly discussed by our members. At our meeting at Houston, in 1899, a "department of commerce and manufactures" was recommended by a resolution unanimously adopted. The St. Louis chamber of commerce, the largest west of the Mississippi, was a constant friend of the measure. The particular form of title which the act at last assumed, "commerce and labor," was not then anticipated. At our session at Cripple Creek the mining interests were deemed by many of sufficient importance to entitle them to a separate department, or at least to be associated with commerce in the title. But it is apparent that congress has endeavored to embrace along with foreign and domestic commerce under the

name "labor," in a comprehensive sense, most of the great remaining interests yet subject to governmental control: those of mining, manufacturing, shipping, fishing and transportation, and has placed their promotion under the immediate care of one head.

ONE SECRETARY OF ADVANTAGE.

That all these interests are to be represented by one secretary should be no cause for disappointment to any one of them, nor should it lead to any feeling of uneasiness that it, in particular, is entitled to more dignity or to more consideration than it will receive. The department is a unit, the secretary represents each and every part. He is primarily an executive officer, and will officially be present as much in one bureau as another. Labor, in all its branches, either that of mining or any other, is as much under his care as the interests of commerce, and whether labor is mentioned in the second place, in the title, or were not mentioned at all, can make no difference in this regard, any more than it does that manufactures, or navigation or the census, each, is not given a separate department. They severally, in fact, have a secretary, just as much as pensions, or the public lands or patents are severally represented by the secretary of the interior. The secretary of either of the established departments takes with him into all cabinet meetings the interests of all the bureaus in his charge, about which to consult and advise with the President and the other members, just as much as though he were styled secretary of this or that in particular. He is a secretary of a department by statute; he is a member of the cabinet by that custom, practiced first by Washington and continued ever since as the several departments have been recognized. And while our cabinet in our government is not yet, with its nine members, by any means as large as that of some other nations, that of Great Britain, for instance, it will, one may be sure, be increased in number, but slowly, if at all.

CLAIMS OF LABOR AND OF MINING TO SEPARATE DEPARTMENTS.

The claims of labor to an independent department not only were asserted at the time the bill that finally was approved was pending, but so insisted upon as to have threatened its defeat. This claim, as also that of mining, is not without strong argument for its support, and the country may be deemed more than ordinarily fortunate to have had at its head, at the inauguration of the department of commerce and labor, a President who is the recognized friend of all great interests of our country and accepted by the labor organizations as one in whose fairness and justice they may well confide. Labor has so far found no cause for complaint. The distinguished commissioner of labor was at the head of the bureau before its introduction into the department, and then, as now, enjoyed the confidence of those claiming to particularly represent the labor of the United States. Whatever injustice it may be felt has been done hitherto, it will probably be for some time without remedy, and this remedy will be more apt to be attained by loyally making the best of matters as they are and demonstrating by accumulating evidence the right to a change.

It was said by Hon. James F. Stewart in the minority report to the house of representatives upon the bill that was finally adopted, "that to him, the alarming feature of the bill was that in his judgment it would result in transferring all the vexed questions of capital and labor, which for years had arisen and embarrassed our state governments and municipalities, to the plane of federal discussion and agitation." But if such questions must occur, is it not better that instead of being dispersed and multiplied throughout all our states and cities, thus being rendered impossible of harmonious settlement, they should have some common field upon which their differences can be adjusted by reason and under authority, with full information and knowl-

edge; and where when a decision is reached it may be enforced without further dispute or any hope of successful resistance?

SPECIAL BUREAUS.

The bureaus embraced within the general purpose of this department and their work may be epitomized, according to the statute and the secretaries' reports, as comprising the investigation of the organization and management of corporations (excepting railroads), engaging in interstate commerce; of labor interests and labor controversies in this and other countries; taking the census, and promulgation of relative statistical information; information relating to our foreign and domestic commerce, showing all imports and exports, and the leading commercial movements in our internal commerce; distributing information through the bureau of statistics regarding industries and markets for the fostering of manufacturing; supervision of the fisheries, including the Alaskan fur-seal and salmon; of the immigration of aliens and of the exclusion of the Chinese; and the custody and maintenance of standards of weights and measures. There are also the minor provisions relating to the administration of the lighthouse service, protection of shipping; making coast and geodetic surveys; inspection of steamboats; jurisdiction over the merchant vessels, their cargoes, passengers and seamen.

Under the supervision of the President, who has from the beginning exhibited great interest in the organization, the country has been fortunate in having two secretaries who have shown signal capacity and qualifications for the work, the Hon. George B. Cortelyou, the first, succeeded by the Hon. V. H. Metcalf, now in office; and also in having the continued service of Carroll D. Wright, commissioner of labor.

The department has been in operation now two years, and has advanced well toward thorough organization, though not completely, because of want of appropriation for the bureau of manufactures.

These hindrances are, however, temporary, and in view of the fact that it has taken 114 years for the government to determine that commerce and labor and the other interests named are sufficiently important to demand a separate department, means within a reasonable time, no doubt, will be supplied to make all the branches embraced, operative and efficient.

DEPARTMENT LARGELY EDUCATIONAL.

With this cursory scanning of the interests intended to be thus cared for, it is apparent that accurate and reliable facts and ideas are to be arrived at and disseminated among the people in relation thereto, and opportunity of an attractive kind given for all citizens to learn and think not only their own peculiar and immediate interests, but to view them in connection with those of others, and thus to form a just estimate of the rights and responsibilities of all.

In the department as it is, there is broad opportunity given to learn the facts, developed from time to time, as to our commerce, its growth or decay; its relation to that of other nations or at home, and the importance of each; or as to the wages of labor in other countries and here, the relative comforts of living; as to strikes and lockouts, the advantages secured or losses incurred; the conduct and results of arbitration of differences; the operation of business corporations, their various features under the laws of different states and the methods by which they act independently and fairly, or illegally combine to produce or tend to produce monopolies; the state of our manufacturers and the articles made; what are consumed here but not made in the United States; the condition of our shipping and all the facts affecting our merchant marine; the growth of population, with all the statistics that cluster around the taking of the census, through what is now a constantly operative bureau. These and very much more, not necessary

here to be detailed, suggest at once that there is a reliable standard of measurement here to be raised, upon which a reliable judgment may be formed by any reasoning man, and a flood of light to be poured forth that must expose to early and easy detection all political chicanery as to these matters, all unfair practices and dishonest methods in business, and all tricks of the demagogue seeking to disturb society and mislead the people by falsehoods as to actual conditions.

As an educational department, its beneficial influence will advance the harmony of all our commercial, manufacturing, agricultural, sociological and political interests and raise the people, already advancing rapidly in education, to a just comprehension of the rights, and, with the rights, the responsibilities of all classes and of all sections of our common country.

It is to be considered in connection with the general operation of this department, that while in and of itself it will not be expected to enter upon a field of debate in support or opposition of legislative measures pertaining to the great subjects which it is expected to foster and promote, it must, by its facts, be strongly influential. The information it must acquire and communicate, and the recommendations the President must make, upon its reports will necessarily draw about it constant and earnest discussion by the press, political parties and the people. These facts will indeed be the basis of all argument—in fact, they will be the arguments; and the departments and the bureaus from which they come will be praised or blamed as interests vary. This vessel christened "Commerce and Labor," so long on the ways, so lately launched, has already been surrounded by a rough sea, and it needs no other foresight than that from very recent and daily experience to perceive that, to voyage safely and advance the general welfare, it must be manned and guided by firm hands and hearts staunch and loyal to our country.

BUREAU OF STATISTICS IS ALSO ARGUMENTATIVE.

There is thus now brought into reasonable compass a comprehensive and reliable statement of facts upon these most important subjects essential to the intelligent consideration of treaties and the enactment of revenue legislation. The purposes and direction of the measures of foreign nations as affecting the interests of our country will be constantly uncovered, and the opportunities for opening and expanding our foreign trade will be easily perceived. Already, with the recent close of the last fiscal year, the American press is supplied with such intelligence as to our whole field of commerce, as already excites public attention; and conventions of merchants and manufacturers are already frequent to discuss the great questions of tariff and reciprocity; the trade of the Orient; the open door; our commerce with China, with Germany, and other great interests which are more than ever before considered aside from merely political questions and are elevated to the domain of that statesmanship, which, while it is not aloof from the influence of party, seeks first and constantly the general welfare.

The power of congress to regulate commerce with foreign nations and among the several states will through the support of this auxiliary be directed by even greater intelligence and patriotism than have so signally marked its exercise through the past century of our national experience. No greater or more beneficial results have ever been attained by any government. Aided as our people has been by a bountiful Providence, the prosperity of our country is today the wonder of the world. The foreign commerce during successive years has constantly increased. For five years past it has been approaching two billions and a half dollars, and in the last year it exceeded that, being \$2,635,970,333; of which imports were \$1,117,507,500, and exports \$1,518,462,833. The value of our exports has, since 1898, exceeded those of Great Britain. Our sales to other countries exceed those of either England or Germany; and the excess of our exports over our imports the last year was much over \$400,000,000. Yet this vast volume is but a small per cent

of our total trade, over ninety per cent of which is that belonging to interstate or domestic commerce.

Our actual exports to China the last year were \$12,862,432; and we purchased from her \$29,345,081, and can obtain from other countries if we need all the articles composing this, save, if you please, say seven million dollars' worth of tea.

Our total sales to Germany in 1904 amounted to \$214,000,000, but of this more than \$131,000,000 worth are so absolutely needed by that country they cannot be made to bear any great duty—among others, raw cotton amounting alone to \$109,000,000.

What are such facts but arguments which speak for themselves?

It is upon such an ocean of values, our conflicting interests with the nations with which we deal are being borne onwards.

As was declared by President McKinley in his last almost prophetic words, "Competitors we are; enemies we must not be." Moreover, we must never forget that with all our brilliant prospects, our safety demands that we advance the range of our markets. There are now more than 30,000,000 wageearners and 10,000,000 farmers greatly interested in these foreign markets. Fortunately they are not vitally so, for the range of our own country is so great as to keep us a great market for all we produce—as we have seen. Yet we are all living with increasing wants, and population, with all else, is on the increase. A failure of crops; a sudden cessation of any great demand at home or abroad for our products; a shrinkage of value or a considerable decline in wages, either would be a serious matter, against which the lovers of peace, as we all are, must more fervently pray and work.

THE INTERESTS OF LABOR.

If we now turn to the other great subject embraced in this department, that of labor, we find it closely knit in the warp and woof of our organic law. Within that independence declared and achieved by the Revolution, establishing the right of every man to life, liberty and the pursuit of happiness, or, in a word, to reap the reward of his own labor, was particularly protected by the constitution the freedom of every inhabitant of either state, to go or come among all the states without impairment of any of these rights pronounced inalienable. The constitution declares, "The citizens of each state shall be entitled to all the privileges and immunities of citizens in the several states." Every one can freely go where he deems he can better his fortune. Wherever wages are best, labor can go and receive its reward without hindrance or license. The mechanic with his tools, the merchant with his goods, the professional man or the minister are entitled to enter upon their work with as much freedom in one state as another. This peculiar immunity has been a source of inestimable advantage to our pioneers, to the early settlers, to the unfortunate in financial panics, and all those seeking new fields of endeavor. It has been most sacredly guarded by our courts. It lies at the foundation alike of our domestic commerce and that equal right to labor throughout the Union, which have made this commerce the wonder and envy of every other nation, and elevated the labor of America to physical comforts, educational advantages and breadth of intelligence unattainable elsewhere. The product of our nation's labor, in every field, or the extent of our domestic commerce, are of such vast proportions that the figures to express them are, as we have seen, almost incomprehensible in their separate significance and must be measured by comparison with lesser quantities of like or kindred results, to be at all understood. Together they make and support our national power.

In the early days of our republic, labor had not assumed the attitude of today, any more than wealth was deemed in anywise opposed to labor. In those days control did not come from wealth or the want of it, neither from its power nor by prejudice against it; that was not the era of the plu-

toocrat or the demagogue. The qualities insuring influence and popularity were character, integrity and public spirit. A sympathetic interest in a neighbor's welfare and a love of country, the local and national expressions of patriotism, influenced essentially the pursuits of private life and the performance of public duties. Would it were so now.

But in the lapse of this century or more, during which this department has been growing into form, matters of this nature have changed. Capital has grown great in the hands of individuals or corporations, and while on the one hand it advances commerce and establishes a thousand advantages and bestows inestimable comforts on society, it, on the other hand, has displayed in many instances a defiant and lawless disposition threatening to the general welfare. Labor also has so organized as to insist upon certain well-founded and acknowledged rights and privileges and to guard against the advancing power of capital; but also has often sought to attain its purposes by means both illegal and destructive of the rights of individuals. The questions arising from these conditions are of public concern and have become of the greatest significance and of the widest application.

COMMERCE AND LABOR UNITED.

In this great department we have these great beneficial and essential interests standing substantially together, one with the other, subject to a common investigation and under one "fostering care and promotion." Labor taken in its most general and comprehensive term produces commerce, and commerce, in its circulation keeps labor employed. Commerce includes labor, but needs additional aid from intelligence—just as improved machinery must be made by labor, but from the thought embodied in it transcends mere labor many fold. Without labor there would have been nothing, and would now, soon, be nothing to exchange through the channels of commerce. Continuous production supplies the waste that consumption constantly creates. While commerce finds its great and beneficent occupation in distributing among the nations and the peoples of the world the products of labor, labor finds its worth and reward in keeping the channels of commerce full and flowing. In a new sense and yet with apt application, it may be said, in the language of the maritime law, "freight is the mother of wages." There must be profit or there can be no content.

The different bureaus, named in the act, are but different fields upon which labor works; where it displays its efficacy and its power. When labor becomes disorganized, then all things are at stake; it is only when it is fortunate and contented and enjoying an equality that will keep it so, that we may expect it to continue to be the source of our national happiness.

Thus, in a general view, it is at once apparent that the grand department to which our attention is being given is comprehensive of the greatest interests of our whole country.

CORPORATIONS, AND THEIR TREATMENT.

If we pass to a brief consideration of the demands for present inquiry and regulation, probably the most untried and yet interesting problems immediately presented in administration are those connected with corporations for gain. There is no question remaining in the public mind but that these creations of not only modern but most recent times, in their present form, have attained such wealth and influence, and developed such disposition and tendencies that they should be made to realize most emphatically that they are under a supreme authority, and that their own pecuniary success is not to be their sole, nor, indeed, their chief reason to exist, but that the power to make them was given by the people to the state or nation for the benefit of the commonwealth, and that this power to make can unmake them when they fail wilfully to answer the purposes of their creation. It can, if

nothing more, destroy the power of one corporation to own or hold the stock of any other for the purpose of management or control of that other.

PUBLIC OPINION.

This public opinion is strongly established. It is not confined to any particular kind of corporation, but embraces those engaged in all business, whether manufactures, transportation, insurance or other, and whether engaged within the confines of a state alone, or carrying on commerce among the states or with foreign nations. The supreme power of the state, or of the United States, it is demanded, shall control them to be just and honest.

This public judgment does not arise from any jealousy of or antipathy against corporations; whether railroads or of any other kind. It is a petulant flout, by the subject of this intended control, to cry out that it comes from a disposition to oppose progress, to ignore the benefits, that have been conferred by these great and enterprising organizations, binding the continent together and alleviating the conditions of mankind by numberless blessings. This disposition is not that at work; no more so than it was in the mind of Chief Justice Marshall, when declaring the power of the Supreme Court of the United States to annul a decree of a court of New York, as to navigation of the Hudson river, to disparage that great state, or to deny its service in the past and the absolute necessity of its existence for the prosperity of the Union.

Government is meant to control, and ours that has announced that the power to regulate is the power to rule and is supreme in its ordained field, we may be sure, will move to its design like fate and by ways and through means, not now possibly altogether well defined, but that will be both legal, efficient and all-sufficient.

MEANS OF ENFORCEMENT.

The department does not have power to enforce its own conclusions, even if it is expected to formulate them, on all subjects within its jurisdiction of investigation. Where this power should be placed is a question affecting the whole field of controversy now agitated by the question relating to transportation, monopolies, illegal combinations; even as to the vital controversies about tariff, reciprocity and the health and vigor of both our foreign and domestic commerce. It, however, seems to be established beyond doubt that the legislature has power to fix rates for transportation by common carriers, and that it can be exercised by boards or commissioners authorized for the purpose by legislative act, and within the limit of not destroying the property and business so regulated, that legislative power is effective and final; that the judiciary can annul illegal combinations to prevent competition in trade; and the Supreme Court of the United States as to interstate or international commerce can and will act to set aside corporate action creating or even tending to create monopoly or contravening their anti-trust statutes.

By what particular measures these great restraints may be imposed and made felt by the subjects, so that they will obey, it is not now and here possible to fully consider. But it may be relied on as certain that where the power exists to eradicate such evils, and the public intelligence is alert to support the executive, that power will be exerted until the evil is abandoned; soon abandoned it will be. Its declaration of purpose with its known power, in and of itself, begins the disintegration of lawless combinations. It is like a judgment at law by a court of competent authority against a municipality. A writ of execution may be returned unsatisfied, term after term, from an inability to find such property as can be sold by the sheriff or marshal, but the fact of the judgment pending works upon the credit of that community, renders the inhabitants of the place uneasy and embarrassed, because it is a force liable any day to become potent; and that innate regard

for law and patriotic pride in the good name of the place where one resides, make the judgment a legal and constantly growing burden, to be at last removed by any and all means within the debtor's control. So, if the practice of men, however powerful and however estimable their achievements may have been, have grown evil, illegal and injurious to the common weal in certain particulars, and the state has the power to regulate the business in which these practices exist, and the disposition to attack is exhibited by the state, and it does assault the wrong, the victory of law and order is sure and not far away.

COMMERCE AND NATIONAL POWER.

A short consideration here may not be untimely of the source of this power in the national government; how early and how often it has been declared, and what is the spirit at this very day of the law to assert itself, and the destructive force with which it has moved and is now moving. National power and commerce have been close friends and allies. Indeed, it was the interests of commerce that compelled the organization of our present national government.

In the period between the peace of 1783 with Great Britain, whereby our independence as a nation was acknowledged, and the inauguration of the constitution of the United States in 1789, was a period of great depression and distress to the commerce of the United States, then acting under their Articles of Confederation. During this time, among other lamentable events, the Barbary Corsairs were from time to time seizing our ships, carrying them to their ports in Algiers and Morocco, imprisoning our citizens and compelling them to perform the most degraded service, attended with horrors unspeakable. It was debated between such great and brave men as John Adams and Thomas Jefferson in their correspondence (the propositions being numerically stated and categorically replied to), whether it would be better to pay tribute to these pirates of the Barbary coast, and thus gain their favor, or take up arms and conquer their regard; a debate which lasted even up to the time of the inauguration of our constitution. By this organic law the national power was first given into one hand, and under it soon grew up our navy, the guardian of commerce, and which now is back of it on all the seas.

Hamilton had also argued, "The rights of neutrality will only be respected when they are defended by an adequate power. A nation, despicable by its weakness, forfeits even the privilege of being neutral."

CHIEF JUSTICE MARSHALL.

It was to this that Chief Justice Marshall referred in one of his great opinions interpreting the commercial clause of our constitution, providing that congress shall have power "to regulate commerce with foreign nations and among the several states," saying: "The depressed and degraded state of commerce previous to the adoption of the constitution can scarcely be forgotten. It was regulated by foreign nations with a single view to their own interests; and our disunited efforts to counteract their restrictions were rendered impotent by want of combination. Congress, indeed, possessed the power of making treaties, but the inability of the federal government to enforce them had become so apparent as to render their power in a great degree useless. * * * It may be doubted whether any of the evils proceeding from the feebleness of the federal government contributed more to the great revolution which introduced the present system than the deep and general conviction that commerce ought to be regulated by congress. * * * To construe the power so as to impair its efficiency would tend to defeat an object in the attainment of which the American public took, and justly took, that strong interest which arose from the full conviction of its necessity."

Not only is it thus perceived that commerce was the organizing force of our government, but you will agree that among the blessings of God bestowed upon our country and not the least was that such a great mind as Marshall's was given the place and the power to expound the constitution upon the broad and national principles he adopted. By these our country has been sustained in its greatness and progress. It was in relation to this power to regulate commerce that, in this same great opinion, it was announced that "the power to regulate is to prescribe the rule by which commerce is to be governed," and that "this power, like all others vested in congress, is complete in itself, may be exercised to the utmost extent, and acknowledges no limitations other than are prescribed in the constitution." "The power claimed by the state (this, in the case then before the court was the state of New York), is in its nature in conflict with that given to congress, and the greater or less extent in which it may be exercised does not enter into the inquiry concerning these questions." * * * "That which is not supreme must yield to that which is supreme."

NATIONAL POWER TO REGULATE COMMERCE NOW AGGRESSIVE.

These announcements are worth recalling in their original and effective words, at a time when this same supreme power is either questioned or defied by many an organization no more to be compared to the great state of New York than a mole hill to a mountain; and for us also now to remember that that great Empire state loyally and peaceably saw the decrees of her highest courts set aside by the Supreme Court of the United States, and the powers of congress to regulate the affairs of commerce between states, or with foreign nations, even on the Hudson river, as well as elsewhere, made absolute. The principle is old, indeed, but it is vital and full of vigor, and now, girdling itself to master the field of commerce and transportation, no longer on the sea alone, but through all the land.

NORTHERN SECURITIES CASE.

It is but a short time since in the "Northern Securities case," Justice Harlan, in delivering the opinion of the court, stated that:

"In *Cohens vs. Virginia*, this court said, that the United States were, for many important purposes, 'a single nation,' and that 'in all commercial regulations we were one and the same people'; and he continued, 'it has since frequently declared that commerce among the several states was a *unit* and subject to national control. Previously, in *McCulloch vs. Maryland*, the court had said that the government ordained and established by the constitution was within the limit of the powers granted to it. 'The government is of all; its powers are delegated by all; it represents all, and acts for all, and was supreme within the sphere of its action.' As late as the case of *In re Debs*, this court, every member of it concurring, said, 'The entire strength of the nation may be used to enforce in any part of the land the full and free exercise of all national powers and the security by all rights entrusted by the constitution to its care. The strong arm of the national government may be put forth to brush away all obstructions to the freedom of interstate commerce and the transportation of the mails. If the emergency arises, the army of the nation, and all its militia, are at the service of the nation to compel obedience of its laws.'"

It was then further declared, "The means employed in respect of the combinations forbidden by the anti-trust act, and which congress deemed germane to the end to be accomplished, was to prescribe as a *rule*, for *inter-state and international* commerce (not for domestic commerce), that it *should not be vexed* by combinations, conspiracies or monopolies which restrain commerce by restraining or restricting competition. * * * In other words, that to destroy or restrict *free competition* in interstate commerce was to *restrain* such commerce. * * * Congress has in effect recognized

the rule of free competition by declaring illegal every combination or conspiracy in restraint of interstate and international commerce, * * * and as it has embodied that rule in a statute that must be, for all, the end of the matter if this is to remain a government of laws and not of men."

NATIONAL AUTHORITY NOW AGGRESSIVE.

There are the words of the supreme authority from its seat of final judgment.

Is it surprising, then, when these great governmental forces are like battalions in line, each with its legal and controlling proposition, copied from the national constitution, inscribed on the emblem of our nation's force, that our chief executive be found reviewing on every opportune occasion these peaceful but irresistible powers, and making ready to move them as they have moved of old—to preserve the honor, dignity, peace and prosperity of our people? This is not to be an irrepressible conflict. It is an ordinary question whether obedience to well-known and often declared national purposes and demands shall be willing or enforced. That nation has never yet failed to maintain itself upon the side of justice, and justice is as sure to be the outcome of its due administration as the growth and ripening of the harvest are to follow the coming on of the summer sun; and the stream of our foreign and interstate commerce will sweep away all barriers and illegal contrivances to hinder it and move on with increasing power as the majestic Mississippi, now all danger over, flows *unvexed* to the sea.

THE CHAIRMAN: The next thing will be reports of committees.

SECRETARY FRANCIS submitted the report of the Committee on Permanent Organization as follows:

PERMANENT ORGANIZATION.

To the President and Delegates of the Trans-Mississippi Commercial Congress:

We, your Committee on Permanent Organization, would respectfully report the selection of the following officers for the ensuing year:

President—Hon. David R. Francis, St. Louis, Mo.

First Vice-President—Col. H. D. Loveland, San Francisco, Cal.

Second Vice-President—Hon. L. Bradford Prince, Santa Fe, N. M.

Third Vice-President—N. G. Larimore, Larimore, N. D.

Fourth Vice-President—C. A. Fellows, Topeka, Kan.

Secretary—Arthur F. Francis, Cripple Creek, Colo.

Treasurer—H. B. Topping, Kansas City, Mo.

Respectfully reported.

COMMITTEE ON PERMANENT ORGANIZATION,

L. Bradford Prince, Chairman.

Arthur F. Francis, Secretary.

GOVERNOR PRINCE moved the adoption of the report of the committee, which motion was seconded and carried, and the report was declared adopted.

THE CHAIRMAN: Are there any other reports?

GOVERNOR PRINCE: I have the report of the special committee on the Revision of By-Laws and Rules. I may state that it is not so much a revision as it is a compilation. In order to place each subject separately by itself, under articles and sections, it has been considered as carefully as possible by the committee, and a few additions have been made in the interest of clearness; but otherwise it is very much as it stood before.

A motion was made and seconded that the report be adopted without reading.

The motion was carried.

(The by-laws as revised are found in the opening pages of this report.—Secretary.)

THE CHAIRMAN: The special order fixed for 10 o'clock this morning, which hour has gone by, was the selection of the next meeting place. What is the pleasure of the congress?

GEN. WILLIAMS (North Dakota): I have a letter I would like to pass to the secretary.

A delegate moved that the Congress proceed with the call of states on the question of selecting a place for the next meeting.

PLACE OF NEXT MEETING.

THE CHAIRMAN: Very well, the states will be called.

MR. FROST asked that the secretary read the number of votes each state is entitled to, when calling the name of the state.

The call of states was proceeded with, and when Colorado was called, Secretary Francis read the following letters and telegrams:

Denver, Colo., August 18, 1905.

John T. Burns, Portland, Or.:

To Trans-Mississippi Congress—Our national convention here this week best in our history Entertainment royal and weather fine. Better try it yourselves next year.

FRATERNAL ORDER OF EAGLES,

By J. F. PELLETIER, Grand Worthy President, Grand Aerie.

BERNARD MCGINTY, Chairman.

MYER FISHER,

HENRY NORRIS,

JOHN KENNEDY,

M. H. McMABB,

Board Grand Worthy Trustees.

Denver, Colo., August 17, 1905.

John T. Burns, Secretary Colorado Board of Managers, Portland, Or.:

To Trans-Mississippi Congress—Our convention in Denver this week is perfect success; weather fine, entertainment bountiful. We are enjoying ourselves to the utmost. Come next year and do likewise.

NATIONAL ASSOCIATION OF FIRE INSURANCE AGENTS,

By A. H. ROBINSON, President.

Denver, Colo., July 22, 1905.

Officers and Members of the Trans-Mississippi Commercial Congress, Portland, Oregon:

Gentlemen—I desire to extend a cordial invitation to your body to hold your next annual convention in Denver. Denver being the chief city of the famous Rocky mountain region, and situated in the center of the richest mining district in the world, and being famed for her climate and hospitality, your convention could not choose a better city for your next meeting place. The city administration will join heartily with our citizens in making your stay here both pleasant and profitable.

Trusting that you will favorably consider this invitation, I am,
Very truly yours,

R. W. SPEER, Mayor.

THE DENVER HOTEL & RESTAURANT KEEPERS' ASSOCIATION.

Denver, Colo., July 14, 1905.

To the Trans-Mississippi Commercial Congress, in convention assembled, Portland, Oregon:

Greeting—We hereby invite you to hold your next annual convention in our beautiful city of Denver.

Our local associations will make you very welcome and do everything possible to entertain you should you select Denver as your next meeting place.

There are many attractions in and near Denver in the way of scenic excursions, and the city itself is an ideal place for summer conventions, having always at some time of the day cool breezes from the mountains.

Trusting our invitation will receive favorable consideration, we beg to remain,

Most cordially yours,

THE DENVER HOTEL & RESTAURANT KEEPERS' ASSOCIATION,

S. F. DUTTON, Secretary.

Denver, Colo., July 17, 1905.

John T. Burns, Secretary Colorado Board of Managers, Mines Building, Portland, Oregon:

The state of Colorado extends to Trans-Mississippi Congress most cordial invitation to hold its convention in Denver in 1906. Our state is a vital part of the great west, and as such is interested in all your problems.

JESSE F. McDONALD, Governor.

MR. JOHN T. BURNS (Colorado): *Mr. Chairman and Ladies and Gentlemen*—I want to say a word for Colorado. First of all, we ask you to recognize your duty. This Congress has a work to perform, a grand work, one that cannot be put aside for pleasure at any time. We of Colorado realize that. After considering the

matter from the standpoint of duty, some other city may want this Congress, and Colorado does not wish to stand in the way of the success of any contestant for honors in this convention, provided they need you more than we do. Colorado, the colored land of this continent, the most beautiful place, the place where God has given us more favors, we think, than in any other spot in this world; the Switzerland of America, where when you retire from your day's labor you find the cool breezes from the mountains coming upon you. You can escape from the heat of mid-day into the mountains in a few moments by tram or railway. We have no boat trips to offer you, but we have grand scenery and grand people. I believe we need you in Colorado; and furthermore, Denver is now the greatest convention city in the United States, as witness the evidence of those who have been there this summer and last summer, thousands at various conventions. Our people are warm-hearted and will welcome you, and I say to you of the Trans-Mississippi Commercial Congress, that no matter where you may go, we shall always feel that you would have had a better time if you had come to Denver; or if you prefer, as we are not selfish in Denver, we will say Colorado Springs, a beautiful resort you all know of, under the shadow of Pike's Peak. Come to Colorado at any rate, if you think you haven't a duty to perform somewhere else. (Applause.)

On the call of Missouri Governor Crittenden was recognized by the chair.

GOVERNOR CRITTENDEN (Missouri): *Mr. President*—It seems as if I were the whole state of Missouri this morning, with the exception of General Noble, but when I have him at my back, I feel that I am amply supported. I rise in the interest of Kansas City. It is useless for me to say to you, Mr. President, or to any one of this audience, where is Kansas City, or what is Kansas City. If you will come there, we will give you a convention that will be worthy of such a body as this. We have no boats, but we will give you one of the most generous invitations that you ever had; we will give you one of the most generous hospitalities you ever had in your life; we will scatter roses—which we have seen growing here in Portland only in yards—we will scatter roses on every plate of every delegate at every meal. (Applause.) We will give you one of the most generous dinners or suppers that you have ever had in your lives. We never do things there in a half way. If the remainder of the delegation from Kansas City was here, I think they would endorse everything I have said. Gentlemen, I voted for the admission of Colorado into the Union; I think it owes that much to us, possibly that much to me, that much to the state of Missouri, that it should withdraw in favor of Kansas City. I am for Denver at all times, at all seasons, and for all things, with the exception of having this Congress meet there this next year. It is a good city,

but it is hardly equal to the occasion of such a Congress as this. We are getting to be a potential body; our voice will be heard not only throughout the whole Union, but it will be heard in congress, generally the deafest body in the United States. (Laughter and applause.) I move, Mr. President, that this convention be held in Kansas City. It is the largest railroad center in the United States, with the exception of one or two places, and its commercial interests ramify every part of this country; and if we were lacking in strength at all, when we consider St. Louis, we have Kansas at our back, which is always a power throughout the whole country. When you have been with us, you will say it is the best place in the United States. Besides all that, we have a convention hall superior to anything in the United States that I have ever seen. When you will have been with us once you will say, "Give us Kansas City forever," especially when you have Governor Francis as president of the Congress. (Applause.)

SENATOR DEITRICH (Nebraska): Nebraska rises to second the nomination of Kansas City.

E. L. WILLIAMS (Wyoming): I rise to second the nomination of Denver.

When North Dakota was reached, Secretary Francis read the following letter:

GOVERNOR'S OFFICE, NORTH DAKOTA.

Bismarck, August 9, 1905.

General E. A. Williams, Bismarck, North Dakota:

Dear Sir—As a delegate to the sixteenth annual Trans-Mississippi Commercial Congress, I would suggest that you extend to that body an invitation to hold its next annual session at Bismarck, the capital of the state of North Dakota. The state of North Dakota, as you know, is deeply interested and vitally concerned in all that affects or will promote the welfare of the Trans-Mississippi states. It is one of the largest producers of wealth of the entire sisterhood of agricultural states, and agriculture is, after all, the broadest basis of our national prosperity. One of the youngest of the states, it has advanced since statehood with giant strides, and at no time have its creators had reason to feel aught but pride in their work. Its people are as cordial and hospitable as its fields are broad and fertile, and they extend an invitation to the Trans-Mississippi Commercial Congress from the heart of this hospitality. Kindly present this invitation to the attention of the congress.

Very truly yours,

E. Y. SARLES, Governor of North Dakota.

GENERAL WILLIAMS (North Dakota): *Mr. Chairman*—Governor Sarles, of North Dakota, directed me to say to the Congress that if it should conclude that Bismarck, the capital of the state, was a proper place to hold the Congress, we should tender Congress the use of our new hall of the house of representatives in our

capitol, which is a commodious and fine room, and that in every other way the state would entertain this Congress visiting its capital, in a manner not to be surpassed by any other locality; but since coming here I find that this Congress is sought for by many prominent places, and even one of its vice-presidents, Mr. Larimore, differs with our governor and thinks the Congress ought to be held at Kansas City. We have therefore, concluded not to press the invitation at this time, but at some future Congress we will, and now second the nomination of Kansas City. (Applause.)

MR. REED (Texas): My associate delegates are mostly lawyers, and they have delegated me, a business man, who will not talk much, to rise and second the nomination of Kansas City.

MR. EULET (Salt Lake) spoke briefly in behalf of Salt Lake City, inviting the Congress to hold its next convention there.

MR. HAUSE (Washington) seconded the nomination of Salt Lake City.

C. F. SAYLOR (Iowa): *Mr. Chairman*—I have attended most of these conventions since 1897; I have been very much interested in their deliberations, and have gained a great deal of information. Coming from a great state like Iowa, and hearing things discussed that are of particular interest to my own state, I represent a state that takes the lead in over three-fourths of the agricultural products of this country. We discussed at these conventions deep ports, irrigation, protection of our ports, and things of that kind; but it must be well known to delegates of this convention that in Iowa and the great Mississippi Valley are vast interests, and competent influences at Washington capable of carrying out the deliberations and resolutions and purposes of this body. I came here ambitious for my own state, expecting to ask this convention for the City of Des Moines, hoping thereby to get our own people and the people of this Congress interested in the great questions affecting our agricultural section, stock-raising interests, etc. After consulting with my fellow delegates, it has occurred to us that we should give way to the better claims of that great inland central commercial and manufacturing center, Kansas City, and Iowa wishes to second the nomination of Kansas City. (Applause.)

The call of states being completed, the Chair asked the pleasure of the convention as to the method of taking the vote.

MR. BURNS (Colorado): *Mr. Chairman*, Colorado has been said by some speaker here not to be large enough for this convention. I don't know whether he meant that exactly, but I am here to say that there is nothing too large for Colorado to handle. We can handle anything that comes our way and give you the best time on

earth. Colorado furnishes the sugar beets that make the sugar for Kansas City. We send whole trainloads of luscious melons to Kansas City; we grow the wheat, or much of it, that goes to Kansas City; we do lots of things that make us dependent on Kansas City as a market. We recognize the good fellowship that is necessary in a Congress of this kind, and in behalf of Colorado I wish to ask the privilege of this convention of withdrawing the nomination of Denver, and moving that Kansas City be named the place for holding the next meeting.

MR. TANNAHILL (Idaho): On behalf of Idaho and other states with whom I have discussed this matter, and as Kansas City was my former town near which I lived, and knowing that Kansas City possesses all the conveniences necessary to entertain this Congress, and that she will use those facilities for our entertainment, I also take great pleasure in seconding the nomination of Kansas City, and hope that it may be made unanimous.

MR. CALLBREATH (Colorado): Mr. Chairman, I want to correct one little criticism that was made on Colorado, that she was not big enough to entertain this convention; and I want to say in that behalf that the two largest conventions that met in the United States this year, met in Denver.

Denver received more large conventions perhaps, than any other city except one in the United States this year. Denver is primarily a convention city, but it is not wise that conventions should always be held in Denver, and while I want to say for the people of Kansas City that we don't take off our hats to her to take prizes at St. Louis, in her own state, even in agricultural products, while we pretend to be primarily a mineral state; and while we are ready to say that Denver is the ideal place for a convention; yet we feel that perhaps it is wise that this convention should go to Kansas City. (Applause.)

GOVERNOR CRITTENDEN (Missouri): Mr. Chairman, if anything I have said has wounded the feelings of Colorado in the least, it was only the suggestion of a father to the child, for, as I stated, I voted for the admission of Colorado, and I thought we always had the right to give parental advice (laughter). They have had conventions enough there this year; they are too big, really, for a convention of this kind, and therefore I suggested Kansas City (laughter).

MR. EULET (of Utah): In behalf of the Utah delegates, I withdraw the name of Salt Lake City in favor of Kansas City.

MR. FROST (Kansas): Mr. Chairman, I am a practical sort of man, and as it has been the custom heretofore for the places which extend the invitation, that they would pay the expenses of the Congress and furnish a hall and room for committee meetings, and

things of that kind, I suggest that it would be eminently proper that those provisions be included in their offers now.

MR. CASE (Kansas): Mr. Chairman, I wish to suggest that that would be unnecessary in my judgment to ask Kansas City to do. She always does her part and does it well. I think Governor Crittenden will endorse that proposition.

GOVERNOR CRITTENDEN: I did not suppose it was necessary for Kansas City to make any promises. It always does things right; not only pays the expenses of the convention proper, its clerks and things of that kind; but if it becomes necessary, we will permit the delegates to draw through our banks to get money enough to get home on (laughter and applause).

The question being repeatedly called for, the motion that the next meeting of the Congress be held at Kansas City was put to a vote and unanimously carried.

THE CHAIRMAN: The Committee on Resolutions is now ready to report, and we will listen to the chairman of that committee.

MR. F. W. FLEMING, Chairman of Committee on Resolutions: *Mr. Chairman, Ladies and Gentlemen*—In presenting the report of the Committee on Resolutions, I wish to offer a word or two by way of explanation. The members of the committee have practically put in their entire time since their arrival in Portland and their appointment upon this committee, in the performance of the duties which devolved upon them. It has been the object of this committee, as far as possible, to limit the scope of these resolutions, in order that they would be handled in full by the Associated Press, and other news associations, and given the widest publicity. There have been a great many resolutions offered and considered by the committee, and in its final draft of the report we have grouped the various recommendations under the several subheads, and have tried to embody, as far as possible, consistent with the purpose I have stated, the general sentiment of all of the resolutions into a harmonious whole. The text of the report is as follows:

REPORT OF COMMITTEE ON RESOLUTIONS.

To the Trans-Mississippi Commercial Congress:

Your Committee on Resolutions, having fully and carefully considered all resolutions referred to it, respectfully submit the following report:

Be it Resolved, by the Trans-Mississippi Commercial Congress, composed of representatives from the several states and territories between the Mississippi river and the Pacific coast, at its sixteenth annual session, assembled in the city of Portland, Oregon, as follows:

RIVERS AND HARBORS.

We earnestly recommend liberal appropriations under continuing contracts by the federal government for the improvement of the harbors on the

Gulf of Mexico and the Pacific coast. The largely increasing trade with Central and South America and the Orient renders a more liberal policy towards these ports on the part of the national government imperatively necessary.

The deep draft of the vessels in which the commerce of the world is now most economically carried makes it important that the Galveston harbor should have a uniform depth of not less than 35 feet of water at mean low tide, with a width and extension commensurate with its growing importance. The same recommendation is made with reference to the improvement of the harbors on the Pacific coast.

The jetty at the mouth of the Columbia river ought to be completed according to the plans of the government engineers in order that the products of the northwestern country may find a convenient highway to the markets of the world.

In harmony with past declarations of this body, we declare that it is the plain duty of the national government to take hold of the important question of river improvement and flood control in an earnest and broad-gauge manner. The cost of necessary improvements to prevent the continued interruption on interstate commerce and an appalling loss of life and property should be met by the national government and the localities affected upon an equitable basis. The permanent improvement of the great Mississippi and Missouri rivers and their navigable tributaries ought to be an object of national concern. The conditions at and in the vicinity of Kansas City and East St. Louis, where commercial and transportation interests of the greatest magnitude are frequently menaced by devastating river floods, emphasizes the national importance of this question.

We earnestly favor a liberal policy on the part of congress in appropriating money for the permanent improvement of the navigable waterways of the country, thereby decreasing the cost of transportation on the products of the farm, ranch and factory, and increasing the general prosperity of the nation.

COAST FORTIFICATIONS.

We recommend that an additional naval station be immediately constructed on the Pacific coast at some point near the Mexican border to be selected by the navy department.

We desire to direct the attention of the national government to the defenseless condition of the Pacific coast, and urge that congress make the necessary appropriation to carry out the plans of the war department for adequate coast fortifications.

We favor the protection of the sea wall built by the national government for the protection of its property at the port of Galveston in accordance with the plans of the United States engineers.

DEPARTMENT OF MINES AND MINING.

The mining industry of the United States having grown to such proportions and importance and being capable of such vast development if properly fostered by the government, we heartily favor the establishment by an act of congress of a national department of mines and mining.

STATEHOOD FOR THE TERRITORIES.

The fundamental principle of the American republic is that of self-government, and no body of American citizens should be deprived of that right. We therefore recommend the early admission of all of the remaining territories as states, and the establishment of a territorial form of government for Alaska.

MERCHANT MARINE.

We unqualifiedly favor the progressive national policy on the part of the United States of fostering and building up an American merchant marine by every available means, and respectfully urge upon the consideration of congress, the national importance of this question in the development of our foreign trade.

FOREST RESERVES.

We indorse and approve the maintenance of forest reserves under just and reasonable conditions. We, however, urge that the utmost caution be exercised in the extension of the present reserves and that no further extensions be made without due regard to the conditions and rights of the communities affected or to the location of homesteads on any tracts, large or small, which are capable of cultivation, and we further urge the repeal of all laws and orders of the interior department limiting the use or sale of the timber products to the state or territory in which the same may be cut.

IRRIGATION.

This Congress desires to express its high appreciation of the national irrigation law, and hails with pleasure the opportunities afforded under its beneficent provisions for the American citizen to own his own home, and we express the hope that the several governmental enterprises now under contemplation, as well as under construction, be pushed to a speedy and successful completion.

We declare that the use of the river waters of the trans-Mississippi states is of vastly greater importance when applied to irrigation than to navigation, and hence, when the demands of irrigation require such a volume of water of any navigable stream as to render it less navigable, such conditions should not be permitted to interfere in any manner with the prosecution and operation of any irrigation works.

In the construction of river improvements to aid navigation or for the control of flood waters, we recommend that special investigation be given to the practicability of the construction of large storage reservoirs so as to store the waters during the flood season and thus minimize the danger of flood ravages in the lower portions of such river valleys.

INTERSTATE COMMERCE.

We insist upon the rigid enforcement of existing laws as the proper remedy for the unmixed evil of rebates, discrimination in freight and express rates and special privileges to private car lines by railway companies.

GOOD ROADS.

We recommend to the several states and territories the adoption of such legislation as will place the subject of permanent public road improvement under an intelligent and uniform state and county supervision.

CONSULAR SERVICE.

We again earnestly urge such a thorough organization of our consular service as to secure the most efficient service to our business interests; and we believe that this can be best accomplished by basing appointments upon experience, ability and character, unbiased by any political consideration, thus insuring that efficiency which is only attained by extended experience.

PAN-AMERICAN TRADE.

We indorse the proposed Pan-American Trade College, or College of Commerce upon the Gulf coast of Texas, in which the trade usages, cus-

toms and language of the Central and South American republics shall be exemplified and aught, as a project worthy of the favorable consideration of the congress of the United States.

We approve of the calling of a national waterways convention to meet in Washington in the early part of 1906, and recommend to the members of this body that they take the necessary steps to secure a representation therein from their respective states and territories.

We wish to record our indorsement of the Western Immigration Congress as proposed by the State Commercial Association of Colorado.

In view of their rapidly increasing export trade, we strongly urge that San Diego and San Pedro, Cal., be made ports of entry.

Respectfully submitted,

FRED W. FLEMING, Chairman.

E. A. HAWKINS, JR., Secretary.

Mr. Chairman, we have an additional resolution on immigration which will be submitted in the form of a supplementary report. I move that this report which I have just given be adopted as read. The motion was seconded.

MR. KEATON (Oklahoma): *Mr. Chairman and Gentlemen of the Congress*—Having arrived only today, I little expected to participate in any discussion of any matter coming before the Congress; and especially did I little expect that I would be called upon to offer an amendment to the report of the committee on resolutions. As I understand the reading of that report with reference to the question of statehood for the territories, it recommends that each territory be given immediate separate statehood. Now, Mr. Chairman and gentlemen, within the last three or four years, in the territory of Oklahoma and Indian Territory, we have had mammoth statehood conventions and declared for single statehood for those two territories. Congress has already drafted one or two bills embodying that proposition. So far as the other two territories are concerned, the people of Oklahoma have nothing to say; we want them to have statehood as they desire it; but on behalf of the people of Oklahoma and Indian Territory, I wish to move an amendment to the effect that this Congress recommend their admission as a single state.

THE CHAIR: The question before the Congress is the adoption of the whole report as read. I understand the gentleman objects to that provision.

MR. KEATON: To that particular provision. As I understand, this is the proper time to move to amend any part of the report. I would like to have that part of the report on statehood read again. I do not know whether Oklahoma had a representative on that committee, but I do not see any one here this morning who was there.

MR. FLEMING, Chairman of the Committee on Resolutions: Mr. Chairman, for the information of the gentlemen from Oklahoma and the other members of the Congress who are interested in this

matter, I would like to state that the gentleman is in error in his understanding of the reading of this part of the resolution. It does not declare for immediate statehood, but it does express the sentiment of this body as in favor of statehood for all the remaining territories. In order to avoid a possible controversy over the method and time of the admission of those territories, the committee, after full consideration of the question, decided to put it in this form, leaving to the congress of the United States the decision of the matter as to how that act of admission should be drawn.

MR. KEATON: I think the resolution says "separate statehood."

MR. FLEMING: I will read that portion of the report again (reads the report on statehood).

MR. KEATON: If I understand that language correctly, it means that each one should be admitted as a separate state.

MR. FLEMING: We did not wish to take up the space of this report by making an explanation that would be satisfactory to the territory of New Mexico and Arizona, Oklahoma and Indian Territory, but made a general declaration which we thought would voice the sentiments of this body in favor of their admission.

GOVERNOR CRITTENDEN: If that was the idea of the committee, why would it not be well to strike out the words "separate states"?

GENERAL NOBLE: Will the gentleman allow me to make a suggestion? They call me the father of Oklahoma, and I know that it is a fact, as the gentleman states, that the majority—I speak without invidious distinction as to the people in Indian Territory, of whom a few want to remain as they are and have a separate state—that of a million and a half of people in those two territories, a million are in Oklahoma proper, and they are in favor of single statehood for the two territories. They want a broad base of that whole domain, in order that the state when granted, as it will be, may become one of the great states of this Union, that it may be strong and firm in the resources it will command. That people is very much in earnest. I was there recently. They have had a convention at Oklahoma City, recommending single statehood. The resolution as interpreted by the chairman, and as it may be read, I think, with the explanation, I say to the gentleman of Oklahoma, with that explanation upon the record, and if that is what it means, that we are in favor of all territories being admitted as states, and does not mean each territory separately, but as many of them as choose to come together, to come in as one state if they choose, and therefore if Indian Territory and Oklahoma choose to apply to come in as one state, that is within the meaning of the resolution. With that understanding I see no particular purpose of making an amendment. I say to the gentleman from Oklahoma and to the people from my

state (Missouri), that this is the sense and that is the interpretation of that resolution, and I do not see that it contradicts it directly, and it can therefore be passed without change.

MR. BLACK (Washington): As a member of the Committee on Resolutions, I think I can offer an explanation. When this particular recommendation was being considered, a gentleman from Arizona rose and said that he wanted that separate statehood clause inserted, that the people of Arizona were afraid that they were going to be merged with New Mexico, and they preferred to remain in their territorial condition, rather than to have statehood with New Mexico. It was in deference to the wishes of that gentleman that the word "separate" was inserted.

MR. KEATON: With the explanation of the gentleman from Washington in reference to Arizona, Mr. Chairman, the force of my objection becomes apparent. That simply complicates the question in our territory. There are a few instances, very much in the minority, of those who have been making the fight for separate statehood of those two territories. That has delayed our statehood in the opinion of the majority of the people for years. It was once all one territory—old Indian Territory. Therefore I cannot quite see my way clear as a citizen of that territory, and having been a delegate to the last statehood convention, and to all the others for that matter, to permit that statement to go in the resolution unchallenged. I do not see why it would not be just as well to say that we favor the admission of all the territories and say nothing about separate or double or treble statehood. There cannot be any other construction put upon it than that it means each territory to be admitted as a separate state. Now, I move to strike out the word "separate," and let the general declaration go in.

GENERAL NOBLE: I second that motion, since I have heard the statement in regard to the contention from Arizona on the committee. It is evident that Arizona got that word put in there for the purpose of aiding it to become a separate state.

THE CHAIR: You have heard the question, which is that the word "separate" be stricken out. Are you ready for the question?

MR. WALLACE (North Dakota): Pardon me, Mr. Chairman; can a declaration be made for the admission of each of these territories in this Union? I remember well when little Ben Harrison reached up from the chair to Old Glory and nailed four stars to that flag. At that time the same sentiment prevailed in this country, that we lacked the population and the wealth and the education; but those four states, Washington, Montana, North Dakota and South Dakota, are in the Union to stay, an ornament to Old Glory. (Applause.) Are we now, at this late day, after so many prece-

dents, going to stand on the question of the qualifications for admission to this Union of those people in the southwest? They have long sought to get into the Union. What will we say to them? Will we jumble words and mix them into a pie, until you can't tell whether it is mince, pumpkin, or squash? No; let New Mexico in; stop your exclusion act. I hear much talk about the exclusion act, exclusion from the outside; but here is a case of over thirty years of infamous exclusion of our own American people. (Great applause.) I say, "Oklahoma, welcome to this Union." I say to Indian Territory, equipped as it is, "Welcome to this Union," but give it a glorious name. I say to Arizona, hidden in whose hills is gold, silver and copper, and upon whose irrigated arid plains may flourish an ample population, "Welcome into the Union." (Applause.) And I, although over three-score years and ten, with my eyes to the northward see Alaska coming, and I would to God today I had a vote to say to her, "Come in." I have seen this Union grow from fifteen millions to eighty millions; I have seen all administrations from Andrew Jackson down to date; I have seen your population double twice and a half; in 1860, 30,000,000; in 1890, 64,000,000; in 1905, 85,000,000, doubling every thirty years. The young men in this house today will see on this Pacific coast, from Alaska to the southern line of California, fifteen millions of industrious people. I appeal to you not to be narrow. I appeal to you to let them all in. (Applause.)

GENERAL NOBLE: I regret there is any debate upon a matter of this kind. The gentlemen does not excel myself, nor do I imagine he excels any other good American here, in the pride we take in these states—of which there were five, not four—which were admitted under General Harrison—North Dakota, South Dakota, Idaho, Wyoming and Washington. It is the pride of my little official career that it fell to me in my department to have some official connection with the measure that brought them in; and the great pleasure of my life has been to go through these buildings and receive from their representatives the slight recognition of a good handshake for the part I did. We are all proud of New Mexico, Arizona, Oklahoma, Indian Territory and Alaska; but, gentlemen, let us not throw the influence of this convention unnecessarily against the vital interests and earnest wishes of a million of our fellow-citizens. (Applause.) The people of Oklahoma are as good Americans as ever stood on this continent; they have the lowest percentage of illiteracy, and there are more American people to the number of inhabitants in Oklahoma than in any other state; and the good men and women who went in there with their teams and wagons, in part comprised of oxen, on the 22d of April, 1899, went for the purpose of making their homes there; and between the noonday sun and the setting thereof, over 30,000 homesteads were taken, and

the plow was running, so that you could see the work of the plow along the hills after the sun went down. Those are the people, true Americans, home-bred, transplanted from other states, that have made Oklahoma. They are not foreign, not illiterate, and they want one state of that great Indian country, and Oklahoma, big enough to contend with the states around her, Texas, Arkansas, Missouri, Kansas and the others. Indian Territory is not like Arizona; it is not like New Mexico; it is filled up with men who are just now taking their homesteads; 290,000 Indians and 300,000 white men who have gone in there, and are now not able to take anything but town lots in towns. Let us not pass that resolution and say that they shall come in as separate states; it would be wrong; it is not necessary to be said in order for New Mexico or Arizona to come in as separate states. Let us say simply that these territories are, in our judgment, entitled upon application to be admitted into the Union on an equality with all the states, and let us stop at that. (Applause.) I speak not from any personal interest, but from my knowledge of the people of Oklahoma, and of the Indian country, and I hope therefore that you will allow us to strike out the word "separate," since the gentleman has confessed that Arizona wanted it put in there for a purpose, and that it means separate statehood. Strike out the word "separate," so that it shall read that they may be admitted as states. If you do not do it you will, in view of this argument, put your seal upon bringing in the Indian country and Oklahoma Territory as separate states.

The question was repeatedly called for.

THE CHAIR asked the gentleman from Oklahoma to state again what his motion was.

MR. KEATON (Oklahoma): My motion is to strike out the word "separately" or "separate."

MR. FLEMING: By way of explanation I would like to state that there was quite a difference of opinion in the committee about the wording of this resolution; and it was finally determined, after an extended discussion, that an affirmative declaration in favor of early statehood for the territories should be made. Then the question came up about whether it should be joint or separate, and in order to make a general statement which would not be offensive to anybody and meet with the views of all, it was drawn in this form. (Mr. Fleming then reread that portion of the resolution.)

The question was then put to a vote on the motion to amend the recommendation of the committee by striking out the word "separate," and it was unanimously carried.

THE CHAIRMAN: The question is now on the adoption of the report of the committee.

MR. FRIEDLANDER (California): I would like to have the resolution about the appropriation of waters from navigable streams for irrigation read once more.

The resolution was read.

MR. FRIEDLANDER: I want to add as an amendment thereto the following words: "When an adequate supply of water for irrigation purposes cannot be otherwise obtained." I know a valley in our state where we have a supply of water for irrigating land, water that comes down from the slopes of the Sierras, which can be stored and distributed on the land. We have also a stream there which now carries a large commerce during even the low-water period. If this resolution should become effective in that place, it would enable the irrigators to drain every drop of water out of that stream. We all appreciate what irrigation is, and what it means to us in the west, but commerce is something, and this is a commercial congress. When we have a river one hundred and fifty miles long that serves to keep down railroad rates for two million acres of productive land, we don't want to see it closed up.

The motion to amend was seconded.

MR. RAKER (California): I move the previous question.

MR. GOULD (California): I object to that; I don't think—

THE CHAIRMAN: All in favor of the previous motion say aye.

MR. HUNTER (Iowa): I rise to a point of order. There has been no second to the previous question.

MR. RAKER: I come from California. If Mr. Friedlander has surrendered the floor—

THE CHAIRMAN: He has made a motion.

MR. GOULD (California): I desire to object to the amendment the gentleman has offered. I come from San Francisco. I have been a resident of the interior valleys of California, and I prepared that resolution—

MR. HUNTER (Iowa): I rise to a point of order. I understand the gentleman's motion on the left, was not seconded. If it was not, there is no question before the house.

THE CHAIRMAN: There is no question before the house. All in favor of the adoption of the report say aye. The ayes have it; the report is adopted.

MR. FLEMING, Chairman of the Committee on Resolutions: Mr. Chairman, on behalf of the Committee on Resolutions I de-

sire to submit a supplementary report on the subject of immigration, which I will read.

SUPPLEMENTARY REPORT—IMMIGRATION LAWS.

Our foreign trade with China is at present suspended, and American vessels are unable to discharge their cargoes at Chinese ports and Hong Kong because of the refusal of the Chinese to handle American products. This unsatisfactory state of affairs is understood to have been produced by the improper treatment to which the privileged classes of China have been subjected in the administration of our laws prohibiting the admission of Chinese laborers to the United States.

There are now seeking admission to our country large numbers of persons from Europe, Asia and Africa, many of whom are undesirable and cannot be admitted without endangering the high standards of American citizenship; therefore, we respectfully petition the President of the United States to, if deemed expedient, reiterate his instructions for proper treatment of the privileged classes of China, to ascertain through the proper channels the reasons for the present boycott, and to appoint a commission to investigate and report to congress, with recommendations for a comprehensive immigration law framed to remove all unreasonable restrictions, but to exclude from the United States and our insular possessions all undesirable persons from every country.

Respectfully submitted,

FRED W. FLEMING, Chairman.

E. A. HAWKINS, JR., Secretary.

Mr. Chairman, I wish to add one word in explanation of this report. This whole question of Chinese coolie labor in the United States is one about which the representatives in this body from the great states of Missouri, Kansas, and Iowa are not very familiar. It is a question about which the people of the Missouri Valley have heard much since coming here, but so far as a personal knowledge goes, our people have never been brought in contact with it. This resolution was prepared by a sub-committee composed of three members, which comprised some of the ablest members of this body, one of whom it was understood was unqualifiedly opposed to the admission of Chinese, another, a man who entertained more moderate and liberal views on this subject, and the third member of the sub-committee was one of the judges of the Circuit Court of the State of Kansas. This resolution represents the unanimous opinion of the sub-committee, and also the judgment of the Committee on Resolutions, and in order to get the matter properly before this Congress, I moved that the supplemental report of the committee be adopted.

The motion was seconded by a number of delegates.

MR. LAGOMARSINO (California): Inasmuch as this Congress is strictly a commercial congress, and inasmuch as the president of the United States has already recalled Mr. Conger from Mexico to go to China and investigate the boycott of American goods; and inasmuch as the other phase of that question is strictly social and

political, I would move that the question is not germane to this Congress, and that it be tabled. The president of the United States knows his duty in regard to the admission of foreign immigration. He is acting upon intelligent knowledge, and for that reason it is not germane to this Congress to introduce anything in the nature of politics to mislead the public, and thereby seek to gain the admission to this country of an undesirable immigration. I move you, Mr. Chairman, that inasmuch as it is not germane, since the president of the United States has already considered the matter and it is therefore post mortem for us to consider it again, that we lay it on the table.

The motion was seconded.

A DELEGATE FROM MISSOURI: Mr. Chairman, in seconding the motion of the gentleman from California, I wish to say but a word.

THE CHAIRMAN: The gentleman is out of order.

MR. HARRIS (Texas): I rise to a point of order. The motion to table is not debatable, but some member of the Resolutions Committee is entitled to be heard, and therefore I ask the chairman of the committee to speak in behalf of that question.

JUDGE RAKER: That would not be fair, because the chairman of the Resolutions Committee has already said that that committee did not consider this subject, but appointed a sub-committee of three, and that committee submitted its report to the Resolutions Committee, which report has simply been read. Now, for them to select some one to present this question is not treating the mover of this motion square, and we want a square deal.

MR. HARRIS (Texas): Mr. Chairman, I rise to speak to the point of order which I myself made. I desire to suggest to the gentleman that according to parliamentary law, on a motion to table, the author of the thing sought to be tabled, or the committee from which it was reported, always designate some one to speak in behalf of the report sought to be tabled. The rules always say each side should be heard.

MR. YATES (Missouri): Mr. Chairman—

MR. HARRIS (Texas): Mr. Chairman—

THE CHAIRMAN: I recognize Mr. Yates.

MR. HARRIS (Texas): And he speaks for the committee, does he? I think the gentleman is going to speak against the committee, and I desire to speak for it, if nobody else has the courage to do so. (Great applause.)

THE CHAIRMAN: I will recognize Mr. Harris as soon as Mr. Yates yields the floor.

MR. HARRIS: I am one of the committee in charge of these resolutions, one of the committee that passed upon the matter—

THE CHAIRMAN: I will recognize Mr. Harris as soon as Mr. Yates yields.

MR. HARRIS: I do not desire to take the time of the Congress, but I rise to the point of order against the statement of the gentleman from California. When my friend Yates is through I desire recognition. I yield now to Mr. Yates.

MR. YATES: I should have finished my remarks long ago if the gentleman had let me go ahead. I believe I am a young man of fairly good understanding. I listened while this resolution was being read to see if I could determine just exactly what it meant, and I give you my word as a Missourian that I could not tell to save my life. (Laughter.) It reminded me of what the old darkey down south said about the snake, "that it began wriggling in and wriggling out, and left the matter still in doubt, as to whether the snake that made the track was gwine down or comin' back." (Laughter.) Now, it does seem to me, with all deference to the distinguished Committee on Resolutions, my very good friend from Kansas City being chairman, that we have already adopted enough equivocal resolutions. Let us not put any more in the record. We are fooling with dynamite. You are handling a two-edged sword, and the time will probably come in the history of this Commercial Congress, as well as in the history of this great nation, when many of us who have voted today upon one side or the other of this resolution will be calling upon the rocks to hide us. In other words, the sentiment of this country is not at present crystallized upon this great and most vital question. Let us take time to think about it; let us be sane and sensible. Let us not go on record as a commercial congress upon this political question. (Great applause and cries of "Good! Good!")

MR. HARRIS (Texas): Mr. Chairman, this would be a strange committee that possessed within its members no one feeling willing and realizing the duty of defending the committee's report. As a member of that committee I made no opposition against the motion to strike out the word "separate" in the resolution on statehood, but, recognizing the validity of the amendment, voted affirmatively upon the proposition; therefore, I trust it will be seen that I do not stand with the committee when I think the committee has made a clerical error. However, in the matter of the resolution now before you, the Resolutions Committee as a body unanimously approved the labors of the sub-committee, out of whose fertile brains the pending

resolution sprang. I, myself, being a member of the sub-committee of five appointed by the chairman to draft the resolution as a whole, made the suggestion to Chairman Fleming, of Missouri, that we report all of the resolutions as one report, except the pending resolution. I suggested that that be brought in in the form of a supplemental report, after the vote upon the other resolutions, in order that it might be met fairly, frankly and without equivocation upon the part either of the friends or opponents of the resolution. I have been somewhat surprised, in a body of distinguished men, many of whom have served in national and state legislative bodies, others of whom are known throughout their states and sections of country as leading men in business, social and commercial life, to see the disposition not only to stifle debate upon the question, but to put a motion to table it and insist upon it. (Great applause.) In order that I may quell the doubts and fears that exist in some minds, let me say that I represent the great empire of Texas, with more than 3,000,000 of American citizens, in which there is a very small foreign element; that I individually, and the state I represent, are irrevocably opposed to the importation of Chinese coolies. (Great applause.) I am opposed to Chinese coolie immigration, but I stand for fairness upon the resolution.

JUDGE RAKER (California): Will the gentleman allow me to ask him a question?

MR. HARRIS: Yes, I yield to a gentleman at any time, for a question.

JUDGE RAKER: The question is, why was this resolution so expressed as to mean nothing? Why was it not put in this resolution that we are now, as ever, unalterably opposed to Chinese and coolie immigration?

MR. HARRIS: In answer to the gentleman's very proper question, I will state that it was not put in because it was not the sentiment of the committee. If it had been the sentiment of the committee it would have been there. Nor was it the sentiment of the Resolutions Committee that any resolution upon this subject should come before this body in a manner which should make a cleavage in the Trans-Mississippi Commercial Congress. There is a time to fight and a time to run, and a time to compromise. I voted for the resolution, although I am opposed to coolie labor, because I thought the pending resolution was a just and equitable solution of the matter, so far as this Congress is or can be concerned therein, within its constitutional by-laws. The gentleman says it means nothing; I take issue with him. A declaration of this body that we are opposed to undesirable and unrestricted immigration from Europe, Asia and Africa, does mean something, Mr. Chairman. (Applause.) It means putting some limit, to be defined hereafter, against a stream

of blood which, intermingling with the dominant race of this nation, will drag down the standard of American manhood and the dignity of American labor. (Great applause.) I challenge the statement of the gentleman at large, that the statement brought in by the committee means nothing. I frankly stated in the Committee on Resolutions, and was so quoted in one of the papers, that I could vote for that resolution with the same affability, the same calm, benignant smile, that I could endorse the climate of Portland and the great northwest, or declare myself in favor of the virtue of pure womanhood. (Applause.) I am in favor of this resolution, and in behalf of the Committee on Resolutions, I ask you to vote "no" on the motion to table it. (Applause.)

JUDGE RAKER: I want to read just one provision of this, to see if what the gentleman from Missouri said is not correct. It is nicely worded, but worded to entrap—I use that word advisedly. Let me read it. (The speaker read the resolution referred to.)

SECRETARY FRANCIS: The gentleman has not read the right resolution.

JUDGE RAKER: I was reading from a newspaper, and I supposed it was the same as the one reported by the committee.

MR. FLEMING: No; the part you refer to is reported by the committee as follows: (Mr. Fleming then read the resolution as reported.)

JUDGE RAKER: Mr. Chairman, just a moment—

The speaker was interrupted by numerous calls for the question.

JUDGE RAKER: Mr. President, the very object of moving that this be laid upon the table is to avoid the very question the gentleman from Texas presents; that is, that we avoid that question, and as was said by the mover, the very thing we are attempting to accomplish has been accomplished already; the president of the United States has given his instructions to the various consuls and officers who have control of the immigration laws, and he has also recalled from Mexico Mr. Conger, who has had ten years' experience in China, to report there and make an investigation to determine the cause of the boycott, so that the president in his wisdom, or those in power, might properly pass regulations for the carrying out of the laws, not to make new laws, but to enforce the laws now in existence. The question attempted to be brought before this body, which is a Commercial Congress, is a political or a social question. It is whether the Chinese or the Japanese should be admitted into the United States. We have sufficient law on that question now. So, this being a Commercial Congress, I maintain that it is better that we should not take up the political side of this question, but let

us be fair and square and lay it on the table. If we are going to bring it up, let us bring it up in full force, so that the people of this Congress who are in favor of admitting the Chinese and the undesirable foreign element may vote in favor it, and those of us who are in favor of excluding them may have an opportunity to say that we are in favor of the present exclusion laws, and in favor of making them more stringent, and not put us on record, as it is intended by this resolution to do; it is an unfair proposition. (Applause.)

There were numerous calls for the question.

THE CHAIRMAN: All in favor of the motion to table the resolution say aye; those opposed say no. I declare that the noes have it.

The question now before the house is upon the adoption of the resolution. All in favor of the adoption of the resolution—

MR. GOULD (California): Mr. Chairman, I desire to move an amendment to the resolution as it is presented by the sub-committee. The amendment I desire to offer I will read.

MR. WALLACE (North Dakota): I would like to ask for information. Isn't it too late for amendments?

THE CHAIRMAN: No, it is not too late until they pass on it.

MR. GOULD (California): At the close of the resolution, strike out the period at the end and add the words "providing that we are unalterably opposed to the immigration of Mongolian coolie labor at any time and under any condition.

MR. THOMAS GUINEAN (Oregon): I second that motion.

The motion to amend was put to a vote and the chairman announced that the amendment was lost.

THE CHAIRMAN: The question is now on the adoption—

MR. GOULD: Mr. Chairman! Mr. Chairman! Mr. Chairman!

THE CHAIRMAN: On the adoption of the original resolution—

MR. GOULD: Mr. Chairman!—

THE CHAIRMANS—as offered by the committee. Are you ready for the question?

"Question! Question! Question! Question! Question!—

MR. GOULD: Mr. Chairman, I want to be heard.

THE CHAIRMAN: All those in favor of the motion signify the same by saying aye. Those opposed by saying no. The ayes have it.

MR. GOULD: Mr. Chairman, I protest in the name of California—

THE CHAIRMAN: What is the next business—

MR. GOULD: —against this forcing down the throats of the California delegation that resolution without an opportunity to be debated—a question that is absolutely vital to their interests.

THE CHAIRMAN: The gentleman is out of order. The protest amounts to nothing now.

MR. GOULD: It is heard, though.

MR. CALLBREATH (Colorado): I would like to ask you, Mr. Chairman, to ask this convention how many men have voted who are not delegates. If it is not too late, I demand the ayes and noes.

JUDGE RAKER: Let us have fair play and fairness in this matter. It has been suggested eloquently, by the gentleman from Texas, that if it came to a question of voting Chinese or no Chinese, that he was opposed to them. Has his voice been heard? Have the other members of this delegation been heard? Are those who voted no in this convention delegates to the convention? And is California to go home and say that the great Trans-Mississippi Commercial Congress is in favor of admitting Chinese into this territory?

THE CHAIRMAN: The gentleman is out of order.

JUDGE RAKER: I know I am out of order. If I was in order, I might feel better. I want to offer an amendment, and I want an opportunity—

THE CHAIRMAN: The gentleman is out of order; there is nothing before the Congress:

JUDGE RAKER: I call for a division on this question.

THE CHAIRMAN: Too late; too late.

JUDGE RAKER: I appeal from the decision of the chair.

THE CHAIRMAN: You have heard the motion, gentlemen. The chair is appealed from on this question. All in favor—

MR. GOULD: Mr. Chairman, we desire to be heard on this question. I believe there is no state in the Union that is better entitled to be heard upon this question than the state of California, that I have the honor to represent. (Applause.) I believe if there is any question that more vitally affects any one state than another, that state is entitled to be heard before this convention upon that proposition. I do not believe that any one will contend that there is any state in this fair Union that has so good and right to speak from

information obtained from actual contact with the Chinaman himself as the state of California. Coming from the state of California, having grown up with the state, having my heartstrings intertwined with her destiny, I plead with this convention not to let it go forth to the United States that this great Congress is prepared to thrust upon the state of California an evil from which she cannot, unaided, protect herself. We have succeeded after years and years of patience, hard and arduous labor with the remaining states of this Union, in placing a law upon the statute books of the United States that has protected California ever since its enactment from a coolie invasion that threatened her very existence as a Caucasian state. If you could go upon those fair plains and see the improvements in social conditions which have taken place since that time, I know that the president of this convention could not—dare not—thrust down the throats of the people the evil that by this resolution is attempted to be accomplished. We are just recovering now from the vast influx that came there; we are just dividing up the vast ranches in our great state that are the products of Chinese labor. We are just in the position where we can invite the poor of the world to come there and make a home with us, and we are improving our great state in such a way that we will presently present to the world a vision of Italy outdone. Now, you say to us that the great land barons of California, with their hundreds of thousands of acres, and the great merchant princes of California, whose sole interest in this subject is that they may procure great works done for their individual benefit, for transportation and the like—you say to us that they may fasten upon the state a fester that can never again be eradicated. We want an opportunity to be heard; that is all we ask. We want an opportunity to be heard in an effective way. I leave it to this convention, if I did not warn the chairman that California wanted to be heard upon this question before he announced the vote. I leave it to the convention if California has been treated fairly or honestly by the chairman of this convention upon this question. No man respects the chairman of this convention who then presided, more than I do. I saw him as he presided in the convention of the Irrigation Congress two years ago in Ogden. I know the esteem in which he is held in that community, and I ask him now to ask the chairman of this convention that this appeal be sustained, and that California may now be heard.

(As soon as Mr. Gould began to address the chairman, Mr. John Henry Smith, of Utah, who was then presiding, called Governor Prince to the chair.)

GOVERNOR PRINCE, in the chair: The chair will state the question. It is, Shall the decision of the chair stand as the judgment of the house?

A delegate asked what the question or decision was, which was appealed from.

THE CHAIRMAN: The decision which the present chair understands is appealed from is a decision that the motion to adopt the report of the committee was carried.

MR. FLEMING: I would like to be recognized.

THE CHAIRMAN: Mr. Fleming.

MR. FLEMING: Mr. Chairman and gentlemen of the Congress, I am impressed with the notion that this entire proceeding can be best described as "a tempest in a teapot." We have had a great deal of impassioned oratory without any just provocation for the expenditure of so much energy. Replying especially to the remarks of the gentleman from California, I wish to suggest that if California has not been fully heard in this Congress, and the subjects of particular concern to the Pacific Coast have not been given almost a monopoly of the time of this gathering, I am very much in error. The decision of the Chair should be sustained for the reason that the Chair properly announced the result of the vote. Speaking briefly of the merits of this proposition, I will say that when this question of Chinese immigration came up in the Committee on Resolutions it was decided that, for the present at least, this was somewhat of a local question, or at least that it was of greater concern to the Pacific Coast than to any other part of the Trans-Mississippi country. It was highly desirable that acrimonious controversies upon semi-political questions should be kept out of the proceedings of this body, and with this end in view I appointed a sub-committee, consisting of former Governor Moore of Washington, Mr. Benjamin of San Francisco, and then brought to their deliberation the benefit and advantage of the disinterested judgment of Judge Kimble, one of the most eminent jurists of the State of Kansas. My impression is that Mr. Wilcox, who is certainly a thoroughly representative business man of the Pacific Coast and who addressed you upon this subject, conferred with this sub-committee, and that their draft of a resolution upon the subject of immigration represented the unanimous judgment of the sub-committee. Afterwards it was submitted to the Committee on Resolutions, and after due consideration was unanimously approved by the committee, including the two representatives from the State of California—Mr. Benjamin and Mr. Craig.

Under this state of facts I submit to the members of this Congress and to the gentleman from California, who so eloquently addressed you, if his remark to the effect that this resolution was intended to mislead and entrap this Congress was not only ungenerous, but absolutely unjust. There is nothing in this resolu-

tion that justified the charge that it is an invitation for the importation of coolie labor into the United States. On the contrary, it is an unqualified declaration in favor of a comprehensive immigration law that will exclude undesirable immigration from every country in the world. (Great applause and cheers; cries of "Good," "Good!")

It seems to me passing strange that any man in a great convention of representative business men like this would get up and assert that its Committee on Resolutions had deliberately acted in bad faith, or that he had been treated with injustice by our honored Vice-President, and attempt to place the presiding officer of this Congress in a false light.

JUDGE RAKER: May I ask the gentleman a question?

MR. FLEMING: I will yield to a question when I am through. The matter is simply this, and perhaps it is all right, too, if viewed from the proper standpoint. In a large gathering of men from the various sections of the country, there must be, I suppose, some brilliant minds with a taste and ambition for the public service, and naturally they wish to exploit their views upon certain questions that would probably popularize them with the dear people at home. By conjuring up a bogie man an opportunity is presented for impassioned eloquence, that a sober and rational discussion among business men would not furnish. There has been absolutely no occasion for this. Further, Mr. Chairman and gentlemen, before I take my seat I want to add that sitting upon this platform and being entirely disinterested I observed those who voted. It was plainly evident that the Congress voted in favor of the adoption of this report, and there could not possibly be any error, and for this reason I was surprised beyond measure at the charge made by the gentleman from California, that the Chair had improperly announced the result of the vote. For these reasons I submit to your fair consideration that the appeal from the decision of the Chair should not be sustained. (Great applause.)

JUDGE RAKER: May I ask the gentleman a question?

MR. FLEMING: With pleasure.

JUDGE RAKER: Was the gentleman observing the proceeding at the time I rose?

MR. FLEMING: Yes, I was observing the business of the convention.

JUDGE RAKER: Is it not a fact that before the previous question was asked I was on my feet demanding to be heard?

MR. FLEMING: Replying to your question with its implied meaning, I will state that my understanding is that the rules of this

Congress limit the discussion to the particular subject before it. Furthermore, for the information of the gentleman from California, that this resolution upon the subject of immigration was endorsed by both of the representatives from his state upon the Committee on Resolutions, and that I have been informed that it was also endorsed by a majority of the California delegates to this Congress.

JUDGE RAKER: I want to inform the gentleman that his understanding of the matter is entirely incorrect.

(The Chair pounded vigorously for order.)

MR. GOULD: Mr. Chairman, I rise to a question of personal privilege. I was present at the meeting of the California delegation when this question arose, and it is the opinion of the California delegation that this was a social question, and that, therefore, it was the sense of the California delegation that this question be not considered by this Congress, and I think the California delegation will bear me out in that statement. Another question of personal privilege also. The gentleman's insinuations seem to imply that I was seeking public notoriety. Now, I assume that a gentleman has a right to come before a convention of this character and to speak on any subject; and when a gentleman makes a statement intimating that another is a demagogue, I protest against it as improper and unparliamentary. (Applause.)

EX-GOVERNOR MOORE: Mr. Chairman, as chairman of the subcommittee—

THE CHAIRMAN: Will the gentleman let the chair make a suggestion? The sole subject before this body now is the appeal from the decision of the chair on a certain motion. The debate, to be in order, must be entirely on that subject, not on the subject of the original motion, or anything that is not directly connected with the appeal. Now, I recognize the gentleman from Washington.

EX-GOVERNOR MOORE: I haven't anything to offer; the Chair has anticipated my suggestion.

THE CHAIRMAN: I would suggest to the Congress that the easiest way out of this is to withdraw the appeal and make a motion to reconsider, and if that is carried, it will open up the whole matter for discussion anew.

JUDGE RAKER: I ask that some person who voted in favor of that motion to adopt the report of the committee, now move to reconsider.

"Question! Question! Question! Question! Question!"

MR. HARRIS (Texas): Mr. Chairman, I suggest, speaking to the pending question, that a motion to reconsider would not be in order on the appeal. Governor Prince is temporarily in the chair.

THE CHAIRMAN: I said that the appeal be withdrawn, and Mr. John Henry Smith be restored to his proper position, and then a motion to reconsider could be made.

JUDGE RAKER: In the interest of fairness, I will withdraw my appeal from the decision of the Chair, so that we can have a motion to reconsider.

THE CHAIRMAN: The appeal is withdrawn.

MR. HARRIS (Texas): I now move to reconsider the vote on the motion.

THE CHAIRMAN: The gentleman from Texas moves to reconsider the vote by which the report of the Committee on Resolutions was adopted.

(GOVERNOR PRINCE, temporary Chairman, at this time, called the former Chairman, Mr. Smith, to the chair.)

MR. SMITH: With your consent, gentlemen, I will place Governor Prince in the chair.

GOVERNOR PRINCE took the chair.

MR. HARRIS (Texas): I move to reconsider the vote by which the resolution which has just been declared adopted was adopted.

The motion was seconded by a delegate, who asked that the vote be taken by a roll call of states.

The roll call being demanded, a recess of three minutes was taken in order to let the state delegations get together.

SECRETARY FRANCIS called the roll of states and announced the result as follows:

	Aye	No		Aye	No
Alaska		10	Brought forward....	11	112
Arkansas			Nebraska		10
Arizona		10	Nevada	10
California	11	13	New Mexico	5	5
Colorado		10	North Dakota		15
Iowa		10	Oklahoma		10
Idaho		10	Oregon	15	15
Indian Territory		10	South Dakota
Kansas		10	Texas		10
Louisiana			Utah		13
Minnesota		10	Washington	1	13
Montana		10	Wyoming
Missouri	1	9			
Carried forward.....	12	112	Total.....	42	208

THE CHAIRMAN: The motion to reconsider is lost.

MR. FLEMING: Mr. Chairman and gentlemen of the Congress, I ask unanimous consent to offer a short resolution which I will read, with your permission, as follows:

THANKS TO THE PRESS.

Resolved, That the thanks of this Congress are due to the daily press of Portland for its comprehensive and intelligent reports from day to day of the proceedings of this Congress; and also the thanks of the Congress are due to the Associated Press, the Scripps-McRea and other news associations for their fair and impartial reports.

VICE-PRESIDENT JOHN HENRY SMITH in the chair: Gentlemen, I thank you. The next thing in order is an article on the livestock interests of the Mississippi region by T. W. Tomlinson, of Denver. Is the gentleman present?

SECRETARY FRANCIS: Mr. Tomlinson has submitted his remarks and asked that they be printed in the record.

On motion duly seconded, it was voted that the address be printed in the official record.

The paper by Mr. T. W. Tomlinson, secretary of the American Stock Growers' Association, Denver, Colo., follows:

LIVESTOCK INTERESTS OF THE TRANS-MISSISSIPPI REGION.

There are two national questions of great importance which vitally concern not only the livestock industry of the trans-Mississippi region, but the prosperity of all the varied interests of this country and the welfare of every citizen of this republic. One is our international trade relations, and the other is the regulation of interstate railroad rates and charges by a proper tribunal of the United States government.

INTERNATIONAL TRADE RELATIONS.

In considering our international trade relations it should always be borne in mind that the foundation of our national prosperity lies in our unrivaled agricultural resources and their development. There has been nothing artificial about this development; no favors were necessary to promote it; simply the utilization of a fertile soil and favoring climate. Half a century ago the exports of our meat products were of little importance; last year we exported approximately 20 per cent of the meat products and the meat animals we produced. Of the total value of our exports during 1904, agricultural products, including livestock and meats, represented \$850,000,000, or 60 per cent; in former years it has always averaged a higher percentage. Our surplus of agricultural products and livestock has been largely induced by the export demand; that demand is the prime factor in establishing the price at home, which, in turn, is the measure of profit to the farmer and stock grower, and on their prosperity all other industries are admittedly dependent. Those familiar with the character of that territory, the acquirement of which this exposition commemorates, will indorse the statement that we have not reached the limit of our production of meats and grain; in all probability it will gradually increase for many

years; likewise will the surplus that we can spare for export. Therefore, we must in future find a foreign market for a larger volume of these products or a radical readjustment of agriculture and livestock conditions will be imperative.

At the outset I desire to distinctly disavow any partisanship. The best interests of the livestock industry, as I view them, require the correction of certain abuses that have grown up under the existing laws, and our tariff should now be revised so that it can be made an effective agency for opening foreign markets for our food products, or, at least, for retaining such trade as we now possess. I will confine my remarks specifically to meat animals and their products, although they apply with almost equal significance to all the products of agriculture.

For many years this nation has proceeded on the theory that foreign countries must buy our meats, and their needs were so urgent that any import duties or restrictions they might impose would not lessen the demand. Several recent instances to the contrary, together with present and threatened conditions, compel a modification of these views; and, furthermore, there are new factors to be considered, such as the competition of Argentina, New Zealand and Canada, making it all the more important that this problem should receive immediate and careful attention by congress. The result of any increase or reduction of foreign duties on our meat products has invariably been reflected in the volume of such exports; this is plainly noticeable in the decrease of our exports to France and Germany following the increase in their duties.

Our exports of live cattle did not reach any appreciable volume until early in the seventies. Since then they have steadily increased, both in number and value per head, and during last year, which was the record, about 600,000 head were exported, valued at \$41,500,000. Of this number 388,000 head, valued at \$36,000,000, and averaging per head \$98, went to the United Kingdom. That country is the only important foreign market where our beef cattle are admitted free of duty. In 1894 the importation of cattle from the United States to Germany was prohibited on account of the alleged discovery of Texas fever, and in 1895 France took the same action; the duties of other continental countries, with the exception of Belgium, are so high as to almost amount to prohibition.

Of sheep we exported last year 338,000, valued at \$2,173,000, of which number the United Kingdom received 248,000, or 73 per cent.

During 1904 this country exported fresh beef valued at \$24,100,000; salted beef, \$3,000,000; canned beef, \$5,200,000; tallow, \$3,000,000, and oleo oil, \$12,000,000, a total of \$47,300,000. These are decreases from recent years, and are the smallest annual exports of these products since 1898.

Our exports of hog products last year were valued at \$110,000,000, a marked decrease, both in quantity and value, from the average of recent years for all classes of provisions except lard and sausage casings.

According to the government figures, the exports of all meats and meat products (not including live animals) during the six years preceding 1904, averaged \$177,000,000. Last year they amounted to \$160,000,000, or \$17,000,000 less than the average, and \$36,000,000 less than the high total of 1901.

A careful examination of all available data supports the conclusion that our export trade in meat products, which has been gradually expanding for many years, has about reached its limit under present conditions, and, in view of impending additional duties on the part of some foreign countries, a serious decline in this trade is probable. Our only free market is the United Kingdom. The governments of continental Europe and other countries, with but few exceptions as to certain commodities, now impose or threaten to impose duties and restrictions on our livestock and its product, many of which are substantially prohibitive.

During 1904 the United Kingdom took 66 per cent of our total exports of livestock and meat products; the volume of this trade to that

country was substantially the same as in previous years, but to all other European countries there was a marked decline. Our trade in meat products to continental Europe is in a deplorable state. Last year we exported to Germany meat products valued approximately at \$17,600,000, a decrease from the preceding year of 22 per cent; to the Netherlands, \$12,800,000, a decrease of 6 per cent; to Belgium, \$4,200,000, a decrease of 19 per cent; to France, \$860,000, a decrease of 47 per cent. These exports average less than for recent years, and every indication points to a further shrinkage unless present conditions are altered.

The reason for decreasing exports to continental countries is plain. Their duties have been advanced, in some cases special articles have been prohibited, inspection and other fees have been doubled, and sanitary restrictions have multiplied.

The present German custom law dates from 1879, but has been subsequently modified in several respects. Under this law the import duty on bacon is equivalent in our money to 2.2 cents per pound; on other pork products and fresh meat, 1.8 cents; on lard and oleo oil, 1.1 cents; on meat extracts and bouillon, 2.2 cents, and on canned meats, 6.5 cents per pound. In 1900 the importation of sausages and canned meats was prohibited, and there was then passed by the Agrarian party a new inspection law, which provided (in addition to the duties above named) a charge for general inspection, another charge for chemical inspection, and in the case of hog products a further charge for inspection for trichina. These extra charges average, on hog products, from $1\frac{1}{2}$ to $2\frac{1}{2}$ cents per pound. The effect of these added restrictions is apparent in the decreased exports from this country and the enhanced prices for meats in Germany, which are higher today than for twenty-five years and are causing bitter complaint on the part of the manufacturing element in that country.

Not satisfied with the present almost prohibitive duties and regulations, Germany passed another law, to take effect in March, 1906, provided satisfactory reciprocal treaties are not negotiated before then, increasing the duties on fresh and prepared meats from this country about three-fold, and on lard and its compounds, oleo, etc., about 25 per cent. These new duties will absolutely prevent our shipping any meat products to Germany.

France is an agricultural country, somewhat like our own. Still, under the French tariff law of 1892, we were able to sell that country, for many years, about \$4,000,000 worth of meat products annually. In 1903 France enacted a new tariff law, making the import duty on all beef and pork products, fresh or salted, from this country, 4.4 cents per pound, and on lard, 1.3 cents per pound. These duties, on most of our meat products, were double those previously in force, and the effect was promptly reflected in our exports to France, which amounted last year to only \$860,000, or about one-fifth of the average of previous years.

The duties of Germany and France serve as fair examples of the import tariffs of other nations. Some have higher and others lower schedules, but none are nominal, and all have a potent influence on the volume of our export trade in these products.

The recent action of Germany and France presages what we may justly expect from other countries unless this nation makes some reasonable concessions. These foreign nations need our food products and will buy them generously provided we will permit them to sell something in exchange; but so long as we try to exclude every article they could sell to us, we cannot blame them for retaliating with the same tactics. The day of reckoning has come. In order to permit some of our manufacturing concerns to sell their goods at a round price at home, and probably a less price abroad, our livestock products are being barred out of many foreign markets where they are needed and where they could be sold at a fair profit.

President McKinley, in his Buffalo address, said:

"A system which provides a mutual exchange of commodities is manifestly essential to the continued and healthful growth of our export trade. We must not repose in fancied security that we can forever sell everything and buy little or nothing. If such a thing were possible, it would not be best for us or for those with whom we deal."

From 1790 to 1897 the excess of our exports over imports was \$353,000,000. During the succeeding seven years, ending last December, the excess was \$3,700,000,000, or ten times greater than during the previous 107 years. These figures spell great changes in our commerce with the world. In the earlier years of our national life our imports exceeded our exports. Such is the history of all new countries. With our development came the increase in our exports and the reversal of former conditions; and now our exports have grown so rapidly that the present stupendous balance of trade should cause grave apprehension. It is axiomatic that the advantages of trade must be mutual. If we do not desire to pose as universal philanthropists, we must buy as much as we sell. We cannot forever go on exporting more than we import. Indeed, the tide must turn within not many years.

We are confronted with a situation unlike any in our history. The balance of trade is so largely in our favor that it ought not cause surprise if other nations adopt the most radical measures in self-protection. The weapons they will use will strike deep at our most vulnerable points, the prosperity of the agricultural and livestock industries. These interests have too long been paying the price for the special privileges accorded to certain of our manufacturers, and unless conditions are speedily corrected it is probable they will be subjected to a further burden. The situation admits of no temporizing; heroic remedies must be applied; the policy of favoritism has served its day; reprisals and retaliation will intensify, not correct, the difficulties; a radical revision of our international tariff relations is the only solution. Fairness to the agricultural and livestock interests demands that they shall be given an equal chance. We want a square deal.

Competition is keen in the markets of the world, and elementary economics should teach us to meet that competition with articles that cost us the least and whose sale would benefit us the most. We raise 80 per cent of the corn crop of the world and consequently are in a position to produce better livestock and at relatively less expense than any other country. That being true, it is of paramount importance that our united efforts should be devoted towards conserving and promoting the sale, and especially to remove any restrictions, on the free exchange of our meat products.

I quote once more from President McKinley's historic address at Buffalo:

"If perchance some of our tariffs are no longer needed for revenue or to encourage and protect our industries at home, why should they not be employed to extend and promote our markets abroad?"

This should be the basis of our reciprocal negotiations with foreign countries. Those manufacturers that now successfully compete in foreign markets do not need any further protection, if indeed it was ever necessary. Some other manufacturers have increased the volume of their business by selling abroad at little or no profit, relying upon the protected home market to furnish them abundant profits. Such export trade is worse than none, because it reduces the buying power of foreign countries, and is without any compensating advantages as to profit and influence on prices as would flow from the sale of our surplus food products.

In view of the acute situation brought about by the new German tariff this question of our international trade relations assumes greater importance

than ever before, and it merits the careful consideration of every public-spirited citizen, because it vitally affects us all.

Reciprocity is a consistent and reasonable policy for the further development of this nation; it means fair trade; it does not contemplate that we will do all the business of the world, but that we will sell abroad those articles whose exportation is most beneficial to the entire country, in exchange for other commodities we cannot produce, and for such other articles as some nations excel us in manufacturing; it means safe, conservative trade upon a solid, not artificial basis.

Various mutually advantageous reciprocal treaties have been proposed in recent years and in every instance were defeated by the opposition of a few manufacturers, who profit by present conditions, and whose importance to the general welfare of this nation is insignificant compared with that of the livestock and agricultural industries.

When considered in the light of the greatest good to the greatest number, I believe it will be the unanimous opinion of all fair-minded men that we have just cause for complaint, and that it is the duty of congress to so readjust our tariff as to enable us not only to retain our present trade in meat products, but to extend it into other countries, thus insuring a continuance of that national prosperity of which the livestock and agricultural industries furnish so large a part.

FEDERAL REGULATION OF RAILROADS.

The other question I desire to briefly discuss is the federal regulation and supervision of railroad rates and charges by the interstate commerce commission.

When Lewis and Clark made their memorable journey a century ago railroads were undreamed of. Today they gridiron this continent, and to them more than any other factor should be attributed the marvelous growth of this northwest territory. Livestock is no longer trailed from one section of the country to the other. The evolution to the present method of transporting livestock and distributing its product is coincident with the growth of railroads. The livestock industry needs the railroads for the very necessary service they perform, and the railroads need the livestock industry for the large tonnage it supplies. In many respects their interests are mutual. But occasionally there are elements of discord, arising mainly on the point of what price should be paid for the service, and there is no effective means by which such differences can be justly decided and a proper rate put in force.

President Roosevelt has said that the most important legislative act now needed as regards the regulation of corporations is the act to confer on the interstate commerce commission the power, where a given rates has been challenged and after full hearing found to be unreasonable and unjust, to decide what shall be a reasonable rate to take its place; the rate thus fixed to go into effect practically at once.

Railroads are quasi-public institutions; their right to exist comes from the government and the government unquestionably has the power to regulate their charges. For over a hundred years the common law has prohibited unjust and unreasonable rates, and the railroads, when they embark in business, do so subject to that prohibition, and in that respect their rights are different from those of a private business, although in practice the railroads are not willing to admit any difference. It was largely to vitalize that prohibition of the common law that the interstate commerce law was enacted in 1887. Certain supreme court decisions have since declared that the commission cannot fix a rate in lieu of one which it may decide is unjust or unreasonable, and, as the courts have not that power, the public is without any relief except through the fairness or generosity of the carrier. Courts can condemn an unreasonable rate, but they cannot say what rate shall take its place. One might, after a long litigation through the courts, recover any

excess over a reasonable charge, but that is a partial remedy at best and within the reach of only a few able to conduct a long drawn legal fight with a strong corporation. Such remedy is so impracticable that it has never been resorted to, and no case can be cited to show its practical application. What is needed is a speedy and inexpensive method.

After the interstate commerce commission has carefully heard all the evidence on both sides relative to any rate or charge complained of, and if their decision is that the rate is unjust, unreasonable or discriminatory, then, in all fairness, I contend, that such rate as in their judgment is right should be promptly put in effect. If the railroads see fit to question the rate thus fixed, they can appeal to the courts. The supreme court has said that a tribunal, such as the interstate commerce commission, possessing special expert knowledge and complete statistical information, is far more competent than any court to decide disputed questions as to railroad rates. A court does not usually possess such qualifications, nor has it the same opportunities for acquiring elaborate and special information necessary to the consideration of such questions. We are, therefore, amply warranted in indulging the presumption that the commission's order is correct, and, hence, why should its enforcement be delayed on the supposition that a court, less competent to pass on the merits of the question than the commission, would decide otherwise, and thereby loss would result to the railroad? It sounds well to say that the railroads are able to pay whatever the courts may finally decide is illegal, and that a bond to do so would protect the shippers, but the actual operation of such a method would be almost a travesty on justice. If a rate decided by the commission to be just and reasonable in lieu of one complained of is not made effective until reviewed by the courts, then a complainant is compelled to conduct two proceedings, one before the commission and another before the court, and probably at the end of two to five years, he may get a final decision in his favor. The damage suffered in the interim, by those directly and indirectly affected, cannot be measured in the difference between a wrong rate and a right one, which the complainant or parties paying the rate might finally recover; communities may have been irreparably injured by being even temporarily deprived of natural advantages to which they are rightfully entitled; industries might be ruined, a man driven out of business, and the recovery of the unreasonable excess would then be small solace. Many, and in fact the majority, of those who are really injured by an unjust, unreasonable or discriminatory rate, could not secure even the scanty benefit of a return of the excess over a fair charge. This emphasizes the great injustice of prolonging in effect a rate which has been decided to be unreasonable, and to my mind it is the most important and conclusive reason of all.

The farmer generally sells his grain to an elevator concern, and the price paid is on the basis of the current freight rate; the stock grower frequently sells his stock to a regular buyer, who adjusts his price to the freight charge then in effect to market. The only one who would have any standing in court to recover the excess over a reasonable rate would be the party who paid the freight, and under such conditions he is not really injured, and it is doubtful whether even he could support any claim for recovery. Thus it might and probably would result that no injured party could recover. Broadly speaking, the producers and consumers are the real sufferers from unreasonable and discriminatory rates, and generally they are not in position to recover any unjust excess because they do not actually pay the freight charges.

For these reasons, if any remedy is to be afforded the public, it should be prompt, so that the continuance of any unjust or unreasonable rate may not inflict greater damage. Justice delayed is too often justice denied. It should also be inexpensive because the small shippers—those whose rights are most likely to be infringed upon—are not able to carry on costly litigation. We must rely upon some impartial tribunal to do justice, and why not

upon the interstate commerce commission, which the supreme court has said is more competent in such matters than the courts?

The United States senate committee on interstate commerce recently heard a vast amount of testimony relative to railroad regulation, and there has just been issued by the public printer five large volumes containing it. Any one familiar with the questions involved will find in these volumes many gross misrepresentations of our position, many false premises upon which the railroads have constructed ingenious objections to even any legislation, many subterfuges by which they have attempted to befog the real issue and delude the public, and all seemingly designed to furnish the senate committee, or at least such of them as desire it, some shadow of an excuse for not performing a public duty. Certainly the report indicates that the railroads took full advantage of the opportunity, so accommodatingly tendered them, by producing a large number of officials who reiterated every conceivable sort of objection tending to show that no legislation was needed. To the most important of their contentions I will briefly refer.

The railroads persistently assert that we want the commission to revise and fix all the rates in the United States, and to take the rate making power entirely out of their hands. On the contrary, I have not heard of any one even suggesting that the commission should be given power to fix a rate in the first instance, or at any time except upon complaint and after full investigation.

They say that the granting of any power to a commission to correct an unjust rate would be unconstitutional. Yet the courts have repeatedly held that congress has the right to delegate such authority to a commission or other inferior body.

One noted railroad attorney became hysterical with the fear that if the commission were given authority to revise a rate, it would have to establish uniform mileage rates all over this country, and this would so disturb our internal commerce as to cause a panic. The substance of the railroad contention on this point is that because the constitution prohibits congress from giving preferences to one port, that therefore if the commission makes a rate it must make it on a mileage basis, while if the carrier makes the rate, it need not do so. Reduced to its last absurdity such reasoning leads to this—that a railroad, created by law, might violate a constitutional provision, while a commission created by the same law-making body could not. The attorney general of the United States, however, promptly dispelled this illusion by a very able opinion to the contrary.

Another favorite argument of the railroad is that this great and dangerous power ought not to be lodged in the hands of any tribunal of five men, because, first, it would be liable to abuse, and second, no body of men could justly and fairly exercise such authority, and if they could, then the public ought not to trust them, but should be content to rely upon the fairness of the railroads, whose interests are so dependent upon the prosperity of their patrons that this mutuality would automatically prevent unreasonable rates. In other words, this power over the destiny of individuals, industries and communities ought to be left undisturbed in the hands of the railroads, and they should be permitted to make rates with reference only to their conception of the welfare of the territory they serve, and their view of how much they should earn.

The mere statement of this objection furnishes abundant reason why adequate authority should be conferred upon a proper tribunal. If the power over rates is so dangerous and liable to abuse, it ought not to be left unrestrained to the judgment or disposition of the railroads who are in a position to profit by such abuse. With equal reason we might urge that in case of dispute the shipper be given the power to name the rate he will pay.

Granting that the interest of railroads and shippers is reasonably identical, it does not necessarily follow that reasonable rates will always result, for we must remember that the railroads are officered by ambitious men employed

to get the best results, and as they are human, it is probable they would be tempted to exact more than their share of the prosperity, and the public is without any adequate remedy.

The volume of traffic moving between states is vastly greater than the traffic transported wholly within states. Yet in nearly every state a railway commission has been created, and many of these state commissions have established in the first instance schedules of maximum rates, and they all exercise more comprehensive and absolute power than is intended to be granted to the interstate commerce commission. The action of the various state commissions has not ruined the railroads, nor the various local industries or communities affected; on the contrary, the results from the exercise of their power has proven highly beneficial.

The industrial commission, after spending a year investigating this question, recommended that the interstate commerce commission be given power upon complaint and full hearing, to fix a rate.

Railroads are a monopoly; you must use them and must pay their charges. The centralization of the railroads of this country into large systems dominated by a few financial interests has so seriously restrained competition that to a large extent it does not exist. Having almost eliminated this safeguard, these corporations now audaciously insist that they shall be the sole arbiters of what they shall charge, and complacently contend that the public can safely rely upon their generosity and fairness rather than upon a disinterested tribunal of the government.

It is preposterously incredible that any one could honestly believe that the power over rates could possibly be abused as much by the government, as it would be if left undisturbed in the hands of a few traffic officials, subject largely to the insatiable appetite of the combined corporate wealth.

They further assert that the adjustment of rates in this country is so intricate and complex that none but experienced traffic men are capable of comprehending it, and that even a commission possessing special expert knowledge and qualifications, and having access to complete statistical information, after a careful review of all the facts presented by both sides, would be unable to fairly decide what a rate should be.

They are willing, however to leave such questions to the courts, probably because the courts are less qualified to pass upon them than a commission, and likely, also, because the courts cannot fix a rate.

Railroad rates are not intangible things, nor are they so complex that their basis cannot be intelligently explained if the railroads are so disposed. Therefore, if their charges are just and equitable these very clever railroad traffic men and attorneys, with all the fundamental data at their disposal, ought to be able to satisfactorily demonstrate that fact to an expert tribunal, and consequently they should not fear a thorough investigation of any rate complained of.

Some claim that the ability to make rates requires a special kind of mentality which the railroad traffic men peculiarly possess. It may be defined as an acquired aptitude or propensity to charge all that the traffic will bear and yet move, occasionally tempered with the selfish desire to increase their tonnage by equalizing at some or all other points the natural advantages of any particular locality. The boasted experience of the traffic officials of the railroads, while it doubtless does enable them to make such rates as they believe will net their companies the most money, yet it does not especially qualify them to make reasonable rates on the basis announced by the superior court in the Nebraska rate case. There may be a wide line of demarkation between rates made on the basis of what the traffic ought to stand or to secure the most money and those reasonable rates which the common law says shall be charged.

The railroads predict dire commercial consequences will attend the granting to the commission of adequate power. They seemingly forget the beneficial results following the passage of the original act in 1887, which

was then intended, and for nine years was supposed to confer the same power now proposed to grant them, namely, the simple power to enforce the prohibitive provisions requiring that rates be just, fair and reasonable. They insist that the present laws are amply sufficient, if enforced, yet they protest that if a remedy is provided so that the present laws can be enforced they will be ruined.

They conjure with the phrases "confiscation of property" and "receiver-ships," and are especially solicitous about the income of their small stockholders and apprehensive of the welfare of their employes whose wages they might be unwillingly forced to reduce. Still they well know the protection afforded by the courts if rates should be fixed too low to afford a reasonable compensation. Courts have ample power to prevent such abuse; their power cannot be taken away and it needs no enlargement. And, besides, no one is demanding or expecting a wholesale reduction in rates. During the past five years nearly every complaint filed before the interstate commerce commission has been against rates that had been advanced from a lower basis previously in effect for many ears. If we are to believe the tax returns of these railroads, there were no legitimate reasons for such advances, and an examination of the financial condition of their properties further confirms this. A very able railroad president, at the head of one of the great trans-continental lines, has said that his railroad could not with a good face earn more than 7 per cent on its investment. Nevertheless, a careful analysis of the earnings of all the great railroad systems of this country for the past six years indicates, beyond successful dispute, that every one of them has and is earning more than 7 per cent on its investment, and many of them double that amount.

It is highly improbable that any governmental body, appointed to administer equal justice between the carriers and the public, would exercise their power without due consideration of the interests of both parties, or that they would restrict the revenues of the carriers so as not to afford a reasonable return, or that their action would necessitate a reduction in the wages of employes. These important factors ought always be considered in the fixing of reasonable rates, and the railroads have no precedent for insinuating they would be ignored.

They loudly proclaim that the payment of rebates was the chief evil in the transportation situation and that the Elkins law of 1903, conceived and promoted by the railroads, cured that defect. Judging from the character of the complaints filed before the interstate commerce commission, one would think this was a minor rather than the chief evil. That law deals wholly with discriminations between individuals by means of rebates or concessions from the published rate or other devices; it does not pretend to furnish a remedy to correct a rate which is wrong by making it right, and that is a far more important question. The object of the Elkins law was commendable. The abuses it corrected, as well as other greater evils, had been repeatedly condemned by the interstate commerce commission and by many commercial organizations throughout the country. Still the important result of this Elkins law, from a railroad standpoint, was that it enabled the railroads to retain in their treasuries those large amounts of money which they had previously paid to favored shippers, and this probably accounts for the ease and celerity with which this legislation was enacted.

On every occasion the railroads reiterate that such a thing as unreasonable rates as a whole does not exist in this country. The only evidence they submit in support of that statement is a comparison of the average returns per ton per mile in this and other countries. If their statement is correct it admits of far more convincing proof from the actual results of operation based upon the amount of their investment, and such proof has not been presented. The comparison they furnish is worse than misleading, because, mainly, of the long distances traffic is handled in this country, and the much shorter distances it moves in European countries, and many other dissimilar

circumstances and conditions, such as the kind and density of the traffic, character of service, the amount of investment, all of which obviously make a fair comparison impossible. I have not heard the railroads claim that they earn net any less per mile of line than the average of European railways they are so fond of citing as examples.

Nor is the fact that the rate per ton per mile in this country may have decreased in recent years any indication that the actual rates have been lowered. Applied to present conditions, it means that a larger volume of low-classed commodities or low-rate traffic was handled than in previous years, or that the average distance each ton of freight is moved has increased. And for that reason this seemingly anomalous condition could prevail: that all rates might be advanced 10 per cent, and the resultant average rate per ton per mile remain unchanged or even decrease. Therefore, comparisons of such statistics are manifestly of no value. They insist that their rates are not too high, yet they confess to the contrary by assuming that a commission will on investigation reduce them.

It is charged that the commission will change the geography of the country, impair rights and destroy wealth that has been created by individual activity, by disturbing a relation of rates which has long existed. Such an assumption is instructive. Is it meant that the relation of rates has been wrong? If right, what is to prevent the commission from perceiving it?

And, finally, the railroads claim there is no general desire on the part of the public for this legislation, and that the present agitation has been inspired by the interstate commerce commission, who are afflicted with an unquenchable thirst for power. The livestock interests of this trans-Mississippi region, representing a volume of traffic almost equaling that of any single commodity and exceeding in revenue every other class of freight, have been continually asking for this legislation for six years; so have over 400 various state and national organizations. To meet this mythical foe, to answer this demand which they claim is non-existent, the railroads are flooding the country with their literature through a subsidized press, and have inaugurated an expensive educational campaign to show that the shippers have no real grievance, for all of which the producers and consumers are paying. If the shippers are all satisfied, what have the railroads to fear, and who would make any complaint?

Some commercial organizations are opposed to granting the commission this further power. The interest of these organizations at the various trade centers lies almost entirely in the relative equality of rates, the reasonableness per se being a minor factor, while the interest of the producers and consumers leads them to a step farther and goes to the very essence of this question; they want rates that are not only relatively equal, but that are inherently reasonable. Rates may be so adjusted, whether fairly or not, so as to satisfy the demands of particular communities or industries, and at the same time be unreasonably high or unreasonably low, either of which would be reprehensible. The mere fact that some are satisfied with them does not argue that all rates are right, or that the commission should not be given adequate power. Doubtless many communities, industries and individuals are entirely contented with their rates, but that is not a sufficient reason for denying to others the privilege, if they desire it, of having their rates reviewed by an impartial tribunal of the government.

For six years the livestock industry has been importuning congress for precisely the same legislation that President Roosevelt says is now most needed. We will continue to demand it, and if action on our fair and reasonable request is longer deferred, because of corporate influence, then will the people understand that such corporate power is too great to go unrestrained, and more radical measures will be the inevitable result; for we know how the voters will decide as between limited governmental control of railways on the one hand and the absolute control of the government by the railways on the other.

The American Stock Growers' Association, of which I have the honor to be secretary, considers our international trade relations and the federal regulation of interstate railroad rates to be the two most vital issues confronting the public today. This Trans-Mississippi Commercial Congress, at its last session, endorsed the proposition to grant adequate power to the interstate commerce commission, and I hope it will again forcibly express its opinion by suitable action. May I hope, further, that this problem of international trade relations, sometimes called "reciprocity," will also receive your endorsement and support?

THE CHAIRMAN: We will now have a paper by Henry T. Clarke, Omaha, Neb., President of the Missouri River Improvement Association.

MR. CLARKE said:

THE DUTY OF THE GENERAL GOVERNMENT TO IMPROVE THE MISSOURI RIVER AND OTHER WATERWAYS AND PORTS.

Mr. President and Members of the Trans-Mississippi Commercial Congress—It is a pleasing event which gathers us in this beautiful Rose City of Portland to contribute to the celebration of the advent of the two hardy pioneer men who came and camped here one hundred years ago. It is inspiring, too, that we have our part in the material development of this great trans-Mississippi empire opened to the world by those intrepid explorers, Lewis and Clark. This great country, composed of fourteen states and four territories, with its face toward the Orient, the Mecca of coming development, presents a magic field for our efforts. In the multitude of measures demanding our attention, no other appeals to us with such primary necessity and force as the improvement of our rivers, harbors and waterways.

During the fourteenth annual convention of this Congress at Seattle, in 1903, I presented a resolution asking the aid of this body for the improvement of the Missouri river by straightening the river where practical, protect the banks from erosions, and to confine and deepen its channel for navigation and commerce. The resolution received unanimous endorsement. Some months later I received a communication from your honorable secretary inquiring what, if anything, had been done with reference to carrying out the recommendation contained in my resolution, as the congressional committee of the Congress were preparing to go to Washington to present the work and recommendations to the committees of the national congress. Feeling my responsibility as the mover of the resolution, I determined to take the initiative in arousing our people to active effort in its behalf. I interested some representative people of my home city—Omaha, Neb.,—and its sister city across the Missouri river, that of Council Bluffs, Iowa. The magic city of South Omaha, one of the great packing centers, was called upon. The result was the calling of a convention which met in the city of Omaha November 5, 1903. There were representatives present from the states of Missouri, Iowa, South Dakota and Nebraska. An association was formed under the name of the Missouri River Improvement Association, and I had the honor of being chosen its president. It was determined to present the importance of the improvement of this great river to the rivers and harbors committees of the national congress. It was therefore arranged for a representative delegation to meet in the city of Washington on January 18, 1904. Representative delegations from the Missouri, and the upper and lower Mississippi river assembled in Washington at the date named. The lower Mississippi delegation arrived several days after the time selected. It was soon learned that owing to the condition of the treasury and the general harbor

and improvement work, that the house committee had determined to recommend only a small appropriation for this improvement. Our committees, however, were anxious to present the claims of their respective sections to the house committee, and were given hearing from day to day. The members of the lower Mississippi section pleaded earnestly for the extension of the levee system for the permanent protection of the lands in the delta of that great river. They asked for some twelve million dollars for permanent levees, that they might reclaim some ten million acres of the finest cotton lands in the world, making same available for cultivation and providing homes for great numbers of the colored people of the south. The plan being to subdivide portions of the lands into forty and eighty-acre farms or plantations, to be apportioned to each householder. The manufacturing interests of New England favored this measure, believing that this would tend to increase the acreage of cotton-producing lands that they might have a yield each year of fifteen million bales, at a cost of one hundred and fifty million dollars, instead of ten million bales, as now produced at the same cost, thus enabling them to operate their mills at a reasonable profit. Pleading that England and European countries were spending annually large sums of money in an effort to increase the home production of cotton in their dependencies as against our natural product, while we seemed indifferent to our advantages in the natural cotton-producing country of the world.

The upper Mississippi people came asking for fifteen millions for a six-foot channel from St. Paul to St. Louis, and for protection of the banks along the low lands. Colonel Vance, president of the Ohio River Improvement Association, came urging a seven-foot channel from Pittsburg to Cairo. The Cumberland of Tennessee, the Brazos of Texas, and many other waterways, together with ports, harbors, bays and inlets on the great lakes, the gulf, the Atlantic and Pacific oceans, were urging their claims for needed improvement.

I listened with much interest to the presentations and arguments before the committee, as they proceeded day after day, and could form some little idea as to the magnitude of the labors of Chairman Burton and the members of his committee. I could appreciate their difficulty in trying to provide for the wants and necessities of the many different sections. My experience convinces me that the river and harbor committee of congress is doing all things possible for the betterment of our waterways with the means at their command, and the system under which the work is carried on.

It is very probable that the Missouri river presents a forcible object lesson in the present condition of many of our important rivers at this time. This mighty river, threading its way through a magnificent valley of rich alluvial lands a length of 2,280 miles from its mouth near St. Louis to its head waters within the borders of Montana. Navigation is almost wholly suspended upon it; it is left to its own abandon waste, cutting its channel at its own sweet will, washing away the rich farm lands with their wealth of wheat, rye, oats, corn, hay and grass, causing loss and destruction to the extent of millions of dollars every year, and destroying the homes, energies and accumulations of one or two generations of many of our people. My own observation testifies to the loss of thousands of acres of lands as rich as the valley of the Nile, extending a distance of twenty-one miles in Mills county, Iowa, and opposite my early home at Bellevue, Neb., in 1855 and on, the loss of hundreds of acres of my own on the Nebraska side, caused by the shifting channel of the river.

The following data compiled by Mr. Seth Dean, civil engineer and surveyor of the County of Mills, Iowa, will illustrate conditions along this river:

Total length of the river front, approximately.....	21 miles
Total area of land washed away since 1851.....	3,650 acres
Total area of accretion formed.....	400 acres
Total area of loss for taxation and agricultural use..	33,160 acres
Average value of farm lands of Mills county at present.	\$80 per acre
Average value of farm lands on river bottom within probable zone of future river action.....	\$50 per acre
Average value of lands immediately adjoining river and in line of present river cutting may be.....	\$20 per acre
Approximate area within zone of probable river action if no protection is furnished.....	9,000 acres
Difference between \$50 and \$80 is \$30 per acre; on 9,000 acres loss to the county for agricultural and taxation purposes	\$270,000
Approximate area washed away during year, July 1, 1904, to July 1, 1905.....	300 acres
Most of this was No. 1 farm land in cultivation, and if not in the river zone would have been sold for \$80 per acre. Assume it to have been worth \$40 per acre, the loss to the owners.....	\$120,000

The protection to the lands by confining the river within its natural banks, and preventing this immense annual loss, would justify the general government in making these improvements. But it is one of the great natural waterways of this country. It is nature's great highway of commerce. It was before the area of railroads the thoroughfare of commerce, counting in its system that portion known as the Mississippi from about St. Louis to the gulf, for all products and supplies for the Mississippi valley and the northwest. Great side-wheel steamers, loaded to their guards, plied between St. Louis and New Orleans in the winter, and between St. Louis, Kansas City, St. Joseph, Omaha, Sioux City and Fort Benton in summer. Fewer snags, no rapids, no levees, no dredging, the current will deepen channel by scouring with the little assistance in caring for banks, making channel of this great waterway for 2,280 miles better from year to year.

There is no reason why this commerce should not be restored. The subject of railroad control and the equalizing and adjusting of freight rates is receiving great interest and discussion at this time. The present administration urged upon congress the necessity of some action looking to a remedy for these inequalities. There is a certain and sure way within the province of the people to supply the remedy and provide free and untrammelled means of transportation by improving their waterways and harbors and maintaining them open to navigation. It is demonstrated in all parts of the country that wherever there is open water communication it is an absolute and sure leveler of freight and passenger rates. To accomplish this we must have unity of action by all interests for this improvement throughout the United States. This Congress should take the initiative to provide, if necessary, a committee or commission composed of one representative or more for every important waterway improvement within its limit, and then, reaching across the border of the Mississippi, combine with the interests of the east, south and middle west for this all important internal betterment. This improvement can only be accomplished through the national government. The first effort must be in providing for the ways and means for carrying on the work; the second must be for the proper direction and supervision in its expenditure, providing such safeguards as will insure economy, and its application where beneficial results will be obtained. With

no criticism for the past, there must be a guarantee that the moneys appropriated will be properly expended, and the work done under the most modern, effective and conservative methods. It is my opinion, after mature consideration, that this improvement should be made upon a broad scale, following possibly the plan of the building of the Panama canal. I should advocate the issuing of 2 per cent government bonds which bear a premium to the amount of at least two hundred million dollars for this work. Vast sums of money in the aggregate have been expended on our rivers and harbors, much of it to a disadvantage, by reason of limited and inadequate amounts, in proportion to the work to be accomplished. This has led to waste and discouragement. Surer results can be secured by placing the improvement upon a scale comprehensive enough to guarantee its accomplishment. We may encounter opposition and the prejudice sometimes existing against the issuance of bonds, or creating any indebtedness, but to my mind this is the only means of reaching the ends desired, and is based upon the experience of the past, as well as the statements of Webster and other of our statesmen in the formative and early developing period of our country. The states and cities and local districts cannot accomplish this improvement. It is alone for the national government. Therefore, it is along this line that we must proceed. We must make it as broad and national as the country itself. Portland, Ore., must clasp the hand of Portland, Me. The interests of the Atlantic and the Pacific must mingle as their waters will through the canal across the Isthmus of Panama. The cities of the unsalted seas must unite with their neighbors on the Ohio, the Mississippi, the Missouri, the Columbia, and the lesser tributaries which are Nature's arteries carrying the life blood of commerce of this great country to the markets of the world. Our senators and congressmen are ready and anxious to do the will of their constituents. It is the great work of this Congress to educate a sentiment which shall demand this improvement. Talk is essential, action is absolutely necessary. Therefore, I urge that strong resolutions be adopted by this Congress, that our delegations in congress be informed of our action and impressed with its importance. And in order that its necessities be emphasized, a commission charged solely with this improvement be selected to meet in Washington during the coming session of congress, this committee to be composed of at least two from each improvement interested, to be named by such interests, and such others as this Congress, through its president, may select.

It has been my purpose to point out to you the conditions and suggest a remedy. I felt it useless to touch upon the necessity and the direct benefits to our people by the improvement of our waterways. Our people, I am sure, recognize the importance of these improvements. The question that concerns them most is how it may be accomplished. What we need is strong, determined, united action, beginning now, the most opportune time in all our history. The railways take care of themselves; the waterways need our attention. (Applause.)

Adjourned until 7:30 P. M.

AUDITORIUM, LEWIS AND CLARK EXPOSITION,
EVENING SESSION, 7:30 P. M.

VICE-PRESIDENT, JOHN HENRY SMITH, in the chair.

On motion duly seconded, it was voted to adopt a further supplementary report of the Committee on Resolutions, favoring a pref-

erential in naval construction for the ship builders of the Pacific coast, introduced by Mr. Hibbs, of Seattle.

On motion of Judge Raker, duly seconded, after considerable discussion, it was voted that the address delivered by Dr. Roland D. Grant be published in pamphlet form, illustrated by his photographs, in order that it might be distributed over the United States, particularly in the east and in foreign countries.

THE CHAIRMAN: The next thing in order is a paper by Dr. James Withycombe, of the Oregon Experimental Station, entitled, "Experiment Stations a Factor in Commercial Development."

SECRETARY FRANCIS: I have Dr. Withycombe's paper, and in his absence, he requests that it be put in the record without being read.

On motion, it was so ordered, and the paper herewith follows:

DR. JAMES WITHYCOMBE:

EXPERIMENT STATIONS A FACTOR IN COMMERCIAL DEVELOPMENT.

When the Creator of the universe uttered the mandate to the progenitor of the human race, "In the sweat of thy face shalt thou eat bread," his decree carried with it by implication the assurance that the science of the industry by which man was to earn a livelihood should be gradually revealed to him. In primitive husbandry there was little need of science, for the earth voluntarily yielded its fruits in such abundance as to supply the wants of all animated nature. But with time, as the population became more dense and the demand for food greater, the cultivation of the soil received attention. As the natural corollary of a dense population various industries sprang into existence. People engaged in factories and other urban pursuits were made dependent upon the industry of others for their food; thus at an early date the products of the soil began to assume a commercial aspect. From the most primitive methods of husbandry by an inexorable evolutionary process, step by step, through the modern ages, agriculture has attained at present the indisputable claim of being the master science. In fact, when every other science shall be developed to its limit, the field of agriculture will still present a boundless opportunity for scientific research and reward.

Agriculture, in supplying the food and raiment of the human race, contributes largely to the commercial activity of the civilized world. When we reflect for a moment on the almost incomprehensible aggregate value of the products of the farms of our own country, which for the year 1904 was nearly five billions of dollars, it becomes readily apparent that the products of our farms are important factors in the avenues of commerce. Thus the products of the farm, garden and orchard contribute largely to our national wealth. Even this immense sum does not represent the possible production of wealth from our farms. Science, supplemented with the skill and indomitable energy which characterize our people, will reclaim millions of acres of desert land and make these infertile plains blossom as the rose. Then, again, science will aid the farmer in increasing the productivity of his holdings which will cause even greater wealth to flow through the channels of trade.

The agricultural experiment stations are lively factors in the promotions of national wealth. Through these agencies problems in agriculture which were hitherto hazy and uncertain have been made clear and distinct. These experimental stations employ 795 persons in the work of administration and research, at a cost of about one and a half millions of dollars annually to the national and state governments. This expenditure is a mere bagatelle when compared with the great increase of our agricultural wealth as a result of the endeavors of these experiment stations.

The Babcock test, a station product, is worth more to modern dairying and indirectly brings to commerce an annual sum greater than the cost of maintaining all of the experiment stations of the nation. At the Minnesota station it has been demonstrated that the breeding of a special race of wheat to meet the climatic and soil conditions of that section gave an increase yield of one bushel per acre, or about 5 per cent. Thus if the crop of the United States was increased at this ratio it would represent a greater annual value of about \$26,500,000. In the states of Illinois and Iowa corn breeding investigations conducted by their experiment stations, have resulted in the added value of the corn crop of those states of several millions of dollars annually. Example after example can be given of increased production of various farm commodities, representing millions of dollars, as the fruits of scientific research. The station chemists, by laboratory determinations, have pointed out both the strength and weakness of soils for various crops. These determinations have enabled the scientist to suggest remedies for increasing the potentiality of the soil. The soil physicist has pointed the way to correct deficiencies in the texture of the soil. The agronomist, by means of rotation of crops, has materially increased the products of the farm. The entomologist, by evolving methods for the control of injurious insects and by cultivating the useful, has saved millions to the husbandman. Striking examples are the control of the codling moth, the various fruit and plant aphids, the San Jose scale and numerous other insect pests, thus obviating the losses of millions to the orchardist. In the cultivation of the useful type we have among the many beneficial economic insects, the one that fertilizes the Smyrna fig, which enables us to produce this valuable fruit on a commercial scale. Then there is the imported Guatemalan ant, which is expected to destroy the boll weevil and thus save millions to our cotton growers; the ladybug that destroys the scale, and numerous other predatory insects of more or less economic value.

Economists a few years since became greatly alarmed over the prospective exhaustion of the world's nitrogen supply and began to picture the dire distress of the people crying for bread. Fortunately science, through agricultural research, discovered that certain races of plants, possessed the power, through micro-organic life, to utilize atmospheric nitrogen and thus dispelled the fear that famine would reign over the land.

In recent years experimental research has accomplished much for the farmer by the development of better forage plants, cereals, fibre plants and fruits. In the field of animal husbandry, through all of its various phases, science has left its impress.

Agriculture has been in the past ages and will be for all time, the basic wealth of civilized nations. The products of the field, garden and orchard stimulate every avenue of commerce and give to our nation a staple basis upon which the prosperity and happiness of future generations may rest with perfect assurance.

The experiment station, through its corps of scientific workers, has rendered a signal service to agriculture and indirectly to commerce. Every branch of husbandry has felt the invigorating influence of the station worker. Despite the great work in behalf of a more progressive agriculture, the realm of this industry is scarcely yet invaded. Immense fields of opportunity are yet untouched. Agriculture, stimulated and safeguarded by scientific effort,

will pour into the lap of commerce a rich legacy, and will maintain its supremacy as being our foremost national heritage.

THE CHAIRMAN: We will now listen to an address by Dr. Frank W. Hibbs, of the Seattle Chamber of Commerce, on "Ship Building on the Pacific Coast."

MR. HIBBS said:

THE NECESSITY FOR DIFFERENTIALS FAVORING PACIFIC COAST PORTS IN THE BUILDING OF NAVAL VESSELS.

MR. CHAIRMAN: I have here a copy of the resolution which I understood from the Secretary the Committee on Resolutions has incorporated in its report which refers to the restriction of differentials in favor of Pacific Coast ports in naval construction. That being the case I will proceed.

At the last session of congress the following amendment to the naval appropriation bill was offered by the delegation from the state of Washington, but although fully supported by the delegations from the other Pacific coast states, it was lost by a small majority:

"One of the battleships herein provided for shall be built on or near the Pacific ocean, or the waters connecting therewith, but if it shall appear to the satisfaction of the secretary of the navy from the bidding for such contracts that said vessels cannot be constructed on or near the coast of the Pacific ocean at a cost not exceeding 4 per cent above the lowest accepted bid for the corresponding vessel provided for in this act, he shall authorize the construction of said vessel elsewhere in the United States, subject to the limitations as to cost hereinbefore provided."

Almost from the beginning of the building of the new navy a similar amendment had been attached to the naval appropriation bill, and this had continued up to the year 1903, at which time also it was lost; so that a provision which had been customary for nearly twenty years has been refused at the last two sessions of congress.

The net result of this is, that while previously it had been possible to build naval vessels on the Pacific coast, no contracts for such work have since been made; and it seems probable within all reason and common sense, that unless this provision or its equivalent be restored to the naval appropriation bill in the future, the completion of the four ships now under construction will mark the end of naval shipbuilding on this coast, if not the end of that important branch of our industry.

This is a state of affairs which concerns the whole country, but particularly the people of the western states, who, if they were fully acquainted with the facts and appreciated their bearing upon the commercial and industrial interests of the west, would not fail to take such action as would insure a continuance of a fair proportion of naval work in our Pacific coast shipyards.

The necessity for such a provision is not difficult to understand. It is a plain business proposition, which has for its object simply the removal of the handicap with which the Pacific coast shipbuilder has to contend in paying a large proportional amount of freight upon the steel materials which enter into the construction of such a vessel, amounting to such a percentage of her total cost as to prevent any possibility of successful competition with eastern shipbuilders.

All steel materials, particularly those required for naval work, are manufactured in the east, principally in Pennsylvania, whence they must be transported by rail to the shipyard. Upon these materials, principally steel plates, angles, etc., the freight rate to the Pacific coast is 75 cents per hundred pounds as against 19½ cents for the haul to the most remote of the eastern shipyards, and 10 cents per hundred pounds as an average. So that, generally speaking, the Pacific coast shipbuilder pays 65 cents per hundred pounds more for his steel laid down than the eastern shipbuilder. Besides the hull steel, there is also a large amount of material, such as machinery, engine forgings, steel castings, etc., which carries a much higher rate of freight than 75 cents—as high as \$1.40—the average freight cost of which to the eastern shipyard would be about 20 cents.

The Pacific coast shipbuilder, then, pays on an average in round numbers \$1.00 per hundred pounds more than the eastern shipbuilder, for all the steel materials and the like which he has to supply in the construction of a naval vessel.

In a ship the size of the "Nebraska" this is 16,500,000 pounds, or about 8,500 tons, making the extra cost of such a vessel, if built on this coast, about \$165,000.

It is not reasonable to expect that a shipyard, however well equipped, however well managed, or however favorably located otherwise, could lift such a handicap as this; and it is impossible on the face of it, for a shipbuilder to bid legitimately with any hope of securing a contract under such circumstances; he is simply out of the competition.

The "Nebraska's" contract price is \$3,733,600. The contract was awarded under the provisions of the naval appropriation bill which carried the 4 per cent differential clause, being in this case \$143,600 in excess of the lowest accepted bid for the corresponding ships awarded to an eastern builder—\$3,590,000. So that it will be seen that for this type and size of vessel, the 4 per cent differential is conservative rather than otherwise.

It would cost \$75,000 to bring such a vessel from New York to Seattle; so that the net extra cost of a \$7,000,000 battleship is about 1 per cent.

This is very small comparatively, yet it permits the Pacific coast shipbuilder to enter competition with the many well-equipped eastern shipyards; it fosters the establishment of shipbuilding plants on this coast, capable of handling the heaviest work; it attracts mechanics of the highest skill, and benefits business generally to the extent of their wages; it develops the resources of the country, as any industry must do; it lays the foundation for a broader development in the merchant marine, and it reinforces the nation's stability and strength by constituting a veritable dependence in time of war.

In order fully to appreciate the circumstances it is necessary to review briefly the history of the reconstruction of the United States navy, which in twenty years has been brought from absolute insignificance to the third position in the world.

During the civil war, the American navy was the most advanced, the best equipped, and the best manned in the world; but from that time until 1883 it was allowed to dwindle. The only iron vessels it possessed were laid up, while the vessels in commission, although magnificent specimens of their class at one time, were antiquated, weak in hull, in power and in armament; and although manned by an efficient personnel, they were so far behind vessels of other nations with which they were compelled to consort, that they were a mortification to the officers and men who manned them. There remained of the American navy only its past glory.

In 1883, congress appropriated for the construction of four small vessels, one of which was called a dispatch vessel, and the other three protected cruisers. At that time practically no steel shipbuilding had been done in the United States, and although the methods of the navy department resulted in the destruction of the first shipbuilding company that had the temerity to attempt such work, it was for many years the policy of the government to

foster the shipbuilding industry. In fact, it may be said that the existence of the steel shipbuilding industry in this country as it is today is due to the liberal building policy of the government. For many years a speed premium contract was offered which, although not always resulting in profit to the builder, equitably balanced a forfeiture clause which has always formed a feature of such contracts.

After John Roach & Co., the William Cramp & Sons Company began to build; and almost at the same time, under the provisions of favorable legislation, the Union Iron Works of San Francisco laid down the "Charleston."

In the order of their precedence, then, the shipyards that have undertaken naval contracts have been:

John Roach & Co.....	1883
Wm. Cramp & Sons	1886
Union Iron Works	1886
Columbia Iron Works, Baltimore, Md.....	1886
N. F. Palmer & Co., Chester, Pa.....	1887
Herrechoff Manufacturing Co., Rhode Island.....	1888
City Point Works, Boston, Mass.....	1889
Bath Iron Works, Bath, Me.....	1890
Samuel L. Moore & Sons, Elizabeth, N. J.....	1890
Iowa Iron Works, Dubuque, Iowa.....	1891
Newport News D. D. & S. B. Co., Newport News, Va.....	1894
Lewis Nixon, Crescent Shipyard, Elizabethport, N. J.....	1895
J. H. Dialogue & Sons, Camden, N. J.....	1895
Wolff & Zwicker, Portland, Ore.....	1896
Charles Hillman Co., Philadelphia, Pa.....	1896
Harlan & Hollingsworth, Wilmington, Del.....	1897
Gas Engine and Power Co., Morris Heights, N. Y.....	1897
Maryland Steel Co., Baltimore, Md.....	1898
Neafie & Levy, Philadelphia, Pa.....	1898
W. R. Trigg & Co., Richmond, Va.....	1898
Fore River Ship and Engine Co., Quincy, Mass.....	1899
Lawley & Sons, South Boston, Mass.....	1899
Moran Bros Co., Seattle, Wash.....	1901
New York Shipbuilding Co., Camden, N. J.....	1903

Of these, some have since gone out of existence and some are equipped for building torpedo boats and small craft only; so that at the present time there are eleven principal shipyards in the United States capable of handling general naval work of the largest size, namely:

On the Atlantic coast.....	9
On the Pacific coast	2

Since the war with Spain, the navy has been most popular throughout the country; and our building programme, taking the shape of the heaviest battleships and armored cruisers, has been the surprise of the world.

For careful and skillful design and workmanship, the ships of our new navy have been the equal, if not the superior, of any of their type almost from the beginning; and the latest additions to our fleet have no peers on the high seas.

By wise legislation the Pacific coast has been enabled to secure a fair proportion of these contracts, and the glorious record of the immortal "Oregon," "Bull Dog of the Navy," has shown that the navy and the nation has not lost anything by awarding such contracts to the Union Iron Works. Nor do any of their ships, although lacking the "Oregon's" opportunity to demonstrate their efficiency in so signal a manner, suffer in comparison with corresponding vessels of eastern build. Ship for ship, the workmanship, finish and technical skill displayed in the "Wisconsin," the "Ohio," the "Nebraska," and the "California" are fully equal to the same features of the product of

the eastern yards, and the plant equipment and organization of the shipyards on the west coast are fully equal to those of the east; in other words, as the former chief constructor of the navy said, after examining the "Oregon," freshly returned from her memorable fight off Santiago, "they know how to build ships out there."

This result is gratifying to the people of the Pacific coast, who take more pride therein and evince greater appreciation thereof than do the people of the east over their achievements; perhaps because they know what difficulties have had to be overcome and against what odds the shipbuilder has had to labor; perhaps because they feel that this demonstration of the possibilities of naval shipbuilding and the establishment of plants capable of turning out such vessels will not fail to influence the long-hoped-for development of their merchant shipping; by stimulating the local production of materials used in shipbuilding; by advertising the country's resources, attracting foreign vessels and trade; shortening transportation, and ultimately opening up foreign commerce.

In a broader sense, the entire country is benefited by the existence on the Pacific coast of large plants capable of handling the heaviest work, with the many special tools and apparatus that must be used in the construction of a battleship, with mechanics accustomed to the methods and materials used therein, and possessing the skill that comes alone from familiarity with the work.

Few people realize until they have examined such plants what it means to build a battleship, the heavy character of the tools and handling mechanism, the space required, and the intricacy and the exactness of the work, requiring the most extensive and expensive outlay. Many of the processes of work are peculiar to warship construction and either are not required, or on account of the expense involved, cannot be used in merchant ship construction. With two such plants on the Pacific coast, therefore, what better dependence could the government have for maintaining its fleet in these waters?

It is not reasonable that the navy yards should be depended upon entirely, for the work is necessarily spasmodic, and they are in general properly equipped for handling only necessary or emergency repairs, and it is impossible to maintain a corps of mechanics.

Of the two navy yards on the Pacific coast, the one at Mare Island is inaccessible to battleships on account of the shallow approaches, and the other at Bremerton has not the appliances to handle a sixty-ton gun; yet the two shipyards at San Francisco and Seattle are both approachable and both have appliances for handling the heaviest weights, because they have already had that work to do in building battleships. Is this of no advantage to the government? Yet it is only one example of the many such comparisons. Suppose for the sake of argument that there were no shipyards on the Pacific coast that had the plant capable of building a battleship and that the government, at the expense of ten times the amount of the excess of cost of all the ships it has built here, were to equip its two navy yards with such apparatus and tools, could it afford to maintain this vast equipment habitually idle while still building its new vessels in the Atlantic shipyards? Better than this would it be to equip the shipyards at once at government expense and collect interest thereon for such time as that equipment is used by them in their private operations, including the building of government vessels.

Yet here are shipyards already equipped at their own expense for government work; and the only assistance they need from the government, in recognition of the benefit it derives from them, is the means of competing for its work upon a fairly equal basis with eastern shipyards.

We are expending many millions of dollars in the construction of the navy, and nothing could be devised which could be of more general benefit to the people. The money thus expended, gathered from sources which do not load the people with taxation, is paid to them in wages, develops all branches of industry and manufacture, increases the nation's strength and stability, and

provides employment for thousands and thousands of mechanics of the highest skill. There is scarcely a trade, scarcely a manufactured product that is not employed in such work. Trace the materials and apparatus collected for the construction of a battleship back to their sources and you will find men indirectly employed upon the work in many places far removed from the shipyard.

It is right, therefore, as well as good policy to distribute this work as much as possible, provided it can be done in an appropriate and just manner.

This question is inevitably interlocked with that of the merchant marine. The attention of the country is now drawn to the deplorable state into which our merchant shipping has been allowed to drift, and it seems probable that in the near future some substantial and positive assistance will be given by national legislation.

It is questionable whether the shipyards of the Pacific coast could have been maintained as long as they have (certainly not anything like their present magnitude) if it had not been for the government contracts which have furnished not only them, but the principal eastern yards with practically all of the work that has been done, for the last few years at any rate.

So that under existing circumstances the length of time these shipyards can run may be said to be limited by the completion of government contracts or the continuance of the liberal policy of building government vessels.

On this basis it would be possible to tide over the deadlock in the shipping business, by providing sufficient government work to keep the yards busy and by such legislation as would result in distributing the work.

While a liberal and considerate policy in this direction would serve to aid the shipbuilding industry of the Pacific coast for a few years, and possibly uphold it temporarily, it could not be advocated as a solution, for its operation is necessarily limited, and permanent good can only be done by such legislation as will benefit the shipping business in general. As the effects of the latter, however, even if undertaken at once, could not be expected to be other than gradual, it is of equal importance that aid should be given also by the national government, by continuing its former attitude toward the Pacific coast shipyards to tide over the interim.

What our shipyards want is work and plenty of it. In competition with foreign builders they could overcome the difficulties of higher wages and a protective tariff upon shipbuilding materials, if there were sufficient work to keep them busy continuously for a sufficient length of time to enable them to develop methods and systems to bring the shipbuilding art to one of manufacturing and to reduce the percentage of fixed expenses.

So long as the cost of production is so much greater in the United States than it is in Europe, there is no hope of competing on an equal footing with the latter; but if by any means a stimulus be given to American shipping which will create a demand for ships from American owners the development of the shipbuilding industry will be such that by the time the commerce of our own country is carried in our own ships, our shipyards will be in a position to reach out for foreign work.

I submit to you, therefore, the following conclusions:

First—There are two shipyards on the Pacific coast that have been established and equipped, at great expense, for handling the largest and highest class of naval work.

Second—The existence of these yards is a definite practical advantage to the government from a military point of view, to the country from a commercial point of view; and to the people of the western states, from a business point of view.

Third—In the present condition of the merchant marine their existence depends to a great extent upon the possibility of securing additional government work.

Fourth—Without the assistance of the “4 per cent differential,” so called and described herein, there is no possibility of their securing such work in competition with eastern yards.

Fifth—It has been demonstrated repeatedly by the bids submitted for naval work in the last two years that they would have secured such contracts if the above-named provisions had been made by congress.

Sixth—The “4 per cent differential” in favor of Pacific coast ports in the building of naval vessels is therefore a necessity.

It is hoped that this large representative body of the trans-Mississippi states, this Commercial Congress, guarding interests which are bound together with those of the navy and the merchant marine and with all that concerns them, will recognize this; and that they will take such action as will assist the Pacific coast to retain its place in the shipbuilding industry of the United States. (Applause.)

THE CHAIRMAN: Mr. Randall H. Kemp, of Alaska, is the next speaker. Mr. Kemp will please come to the rostrum.

MR. KEMP:

DELEGATE R. H. KEMP ON ALASKA.

Mr. Chairman and Gentlemen—I believe we all know where Alaska is located. The Klondike excitement of a few years ago told people where it was. I see a number of men here who are of my own age, some older, perhaps, who can remember when Alaska was referred to as Seward's Ice Box. We have some ice in Alaska. About seven or eight days ago I was on the deck of a ship with a heavy ulster buttoned up around me, sailing through icebergs, along the foot of glaciers, amid scenery which there is none in the world to compare with. It was kind of chilly there, not so warm as it is here; but, nevertheless, it is not a region of ice and snow, as many people think. Figuratively speaking, you cannot stand with one foot on an iceberg and the other on a volcano, although we have both, and plenty of them, in Alaska. I cannot give you the exact extent of the country in figures, but we expect in time to add three stars to the American flag. (Great applause.) It is large enough for three states the size of the largest western state, and would make quite a number of the size of Rhode Island. The conditions are such that any one can live there, but I would not advise anyone to go to Alaska unless he had means enough to carry him through for a year. I am located at the head of Resurrection bay, the southern terminus of the Alaskan Central Railway. That railway company now has 1700 men at work on the first seventy-mile section. Its objective point is navigable water on the Tanana river, some 463 miles to the north. I am told by reliable authority that there is room in the Tanana country for 50,000 miners. At present the supplies to the various camps in what we denominate the Fairbanks country, are gotten in during the winter by dog teams, consequently they are very expensive. The Alaska Central Railway will make cheaper freight in there. Taking the statistics of Dawson on the British side, each placer miner consumes about five tons per year, including provisions, supplies, tools and machinery. It is the machinery that brings the ratio up. A person can readily figure what ingoing tonnage the railroad will have; not to speak of the coal lands that will be opened up by the railroad, and the gold, silver and copper quartz mines which will be developed.

To give an idea of the conditions at Seward on Resurrection bay, it will be two weeks tomorrow since I had a photographer come to my residence to photograph a flower that we call a Bleeding Heart, so that we could perpetuate that flower raised in our own garden, which was the most beautiful botanical specimen of its kind I ever saw. We have been using radishes

from our garden for weeks; the sweetest turnips I ever ate in my life are grown there. We are raising cauliflower, cabbages, rhubarb and other garden products just the same as you have here in Oregon, watermelons, cantaloupes, and so on. I have been in the far west over thirty-one years, from Colorado to British Columbia, back through Washington to Oregon, and then north to Alaska; but for native fruits I never saw a place to equal Alaska. We have an expression there, which we use very often—"Oh, how we do suffer in Alaska." With mountain sheep, the finest wild game that runs; with cranberry sauce made from cranberries we pick there, we could live on the products of Alaska, except flour, possibly—there is no wheat grown there. A gentleman told me, just before leaving Seward, that if he had known I was going to Portland, he would have brought me a bunch of timothy that high, with heads that long. I wish simply to convey the idea that Alaska is not what people generally think it is. It is a new and wonderful empire; a place for the young man and the young woman to go to, provided they have something to carry them ahead. It is going to be a great stock-raising and agricultural country; as a mineral country, the world now knows what it is. A member of the geological survey remarked that every mineral known under the sun could be found in Alaska. We have tin mines; I have a very complete laboratory assay office in Seward, and I made an assay of tin from Kodiak island a few weeks ago, but I am not going to tell you all about it, because I want to get in on it myself, and I am not looking for any backers in the enterprise. Tin is a very valuable metal in the United States, as you know. I don't know what more I could say that would interest you people, but something reminds me that is perhaps worth repeating. There is an old chap in Seward, rather fleshy and very lazy, and who is quite well fixed, and he made the remark to a "tillicum" of his, as we say in Chinook jargon, that "all a person has to do in Alaska is to wiggle, and he gets along all right." (Laughter and applause.)

MR. WALLACE (North Dakota): Will you be good enough to give us briefly, the extent, quality and availability of the timber in Alaska?

MR. KEMP: Well, if our spruce timber was manufactured into paper, it would break the American paper trust. I had a conversation with a gentleman who has put in his life in the manufacturing of wood pulp, and he told me Alaska spruce has the finest and longest fiber of any spruce he ever handled. Outside of spruce, so far as my knowledge extends, we have no other timber. The office built for the Alaska Central Railway, which is 125x50 feet, with two wings each 37.5x50 feet, are built of Oregon pines, from the state of Oregon. The central portion fifty feet square, and forty-four feet high, is of brick, taken in on ships from Seattle, and the first brick building in the great territory of Alaska, is in my town within a pebble toss of my office.

MR. WALLACE: Do you mean to say there are no dense and extensive forests there?

MR. KEMP: Yes, there are extensive forests, but, so far as my knowledge, extends, the lumber is not of great value. They import lumber from Seattle. There are great forests between Seattle and Seward, and at Yakutat they manufacture lumber, but saw mills are

not run around my place. The railroad has two saw mills, but it is spruce lumber.

THE CHAIRMAN: The next thing in order is the introduction of our new officers. President Francis is not with us, but I have the pleasure of introducing to you our first vice-president, Colonel H. D. Loveland, of California. (Applause.)

COLONEL LOVELAND:

ADDRESS OF VICE-PRESIDENT LOVELAND.

Mr. Chairman—Our next service will be a thank offering. In the absence of Governor Francis, whom you have honored by electing president of this distinguished body, it devolves upon me to thank you in his name and in the name of the other officers, as well as myself. I want to say that in the selection of the officers for the ensuing year, other than your first vice-president, you have honored yourselves in the choice. Modesty forbids me to say that for your first vice-president, although I entertain my opinion, of course. (Laughter.) At the request of the chairman of the executive committee, I had prepared, with a great deal of care and labor, a paper to be read before this Congress on the subject "Encouragement of Home Manufacturers." It was a good paper; I know it, because I wrote it; I read it to my wife, and she said it was a good paper. She does not often compliment what I do. Now, at the request of our good-natured secretary, I waived my right to read that good paper to Dr. Grant. I never was better repaid in my life, for I listened to a beautiful lecture, and if I knew where he was going to repeat it, I would go a good ways to hear it. I am not belittling Dr. Grant's lecture, but I am trying to interest you in that paper of mine, because I believe that this Trans-Mississippi Commercial Congress should develop manufacturing interests, and if I can say just enough about that good paper of mine to lead you to read it when it is published in the proceedings, because with a contrite spirit our secretary has moved that you permit me to have it published in the proceedings, is that right, Mr. Secretary?

SECRETARY FRANCIS: That is correct, Mr. President.

MR. LOVELAND: And Tom Richardson has seconded it, and now the chair awaits your vote on it. Are you in favor of permitting me to publish that good speech?

"Yes! Yes! Yes! Yes" (Laughter and applause.)

MR. LOVELAND: I now want the pleasure of introducing our second vice-president, Governor Prince of New Mexico. (Applause.)

GOVERNOR PRINCE:

ADDRESS OF GOVERNOR PRINCE.

I am not apt to be abashed before a meeting of the Trans-Mississippi Commercial Congress, but this is an unexpected introduction. I have belonged to many organizations all my life, but the Trans-Mississippi Commercial Congress is the organization of my heart and love. It is fourteen years since I was elected president of the Trans-Mississippi Commercial Congress in the city of New Orleans, and I presided over the session that was held in Ogden, and from that time down to two or three years ago I never missed a session, wherever held. I have the greatest belief in the benefits which this institution does for not only the trans-Mississippi region, but the entire country. I have often said to others that if they desired to get a full knowledge of the great questions which agitate the western mind, and which are important to the western half of this continent, they could gain more in a four days' session of this Congress than in four months of reading. I don't mean a session like the one here held in a city where there is an exposition. I remarked at the beginning of this Congress that I believed the fascinations of the exposition would be too much for it. They are always too much for any deliberative body. It is a tremendous mistake for any body of this kind to meet in an exposition city. This Congress made a mistake last year when it met in St. Louis; it made a mistake this year when it met here. I do not mean that it has not been extremely agreeable to those who went to St. Louis; I am sure that it has been very agreeable to those who came to Portland. Portland is a charming place, and has charming people. The exposition itself is a gem; I think it is the most delightful exposition to visit that I have ever seen; but that very fact makes it detrimental to an institution of his kind. However, it is an admirable thing that, as these anniversaries of great historic events come around they should be celebrated in this way, because it brings to the present generation more clearly and distinctly the history of the days that are past. There are, perhaps, hundreds of thousands of people who knew nothing of the expedition of Lewis and Clark until it began to be exploited within the last three or four years in connection with this exposition. They may have heard the names, but that was about all they knew. Now there isn't a child in any school west of the Mississippi, even if there may be some in the effete east, that does not know all about the expedition of Lewis and Clark.

Next year this Congress is to be held in Kansas City. We all hope you will all be there. Every man and certainly every lady who is present in the hall tonight it is hoped will go to Kansas City in order to grace that occasion. It is a more central point in the trans-Mississippi country though not as interesting and not as beautiful. I beg pardon of any one who is here from Kansas City when I say that I think it is the least beautiful of all the large cities in the country, and I am familiar with every one of them. That is not its fault; it is because it was built on the side of the river where the hills are so steep that it could not be—

GOVERNOR CRITTENDEN (Missouri): Come down there and we will show you.

GOVERNOR PRINCE: All right, we are coming. You have done everything which man can do, everything which human intelligence and human energy—and there is no more anywhere in the world than there is in Kansas

City—can do. (Applause.) The fact that Kansas City is what it is, when it was situated where it is, shows the energy of human beings who have made it. (Great applause.) It is a triumph of human enterprise, and of human energy, and there is more vim in one hundred men in Kansas City than in any hundred men anywhere else, I believe, in the United States. (Tremendous applause.)

GOVERNOR CRITTENDEN: If you will come there and see it, you will not only emphasize the words you are uttering now, but you will go away and say that it is the most beautiful city you ever saw in your life. We have the most energetic men and the most beautiful women you have ever seen.

GOVERNOR PRINCE: That is true, that is true; handsome is as handsome does, and Kansas City always does just what is right. We are going to have a great congress in Kansas City, and we want you all to come. (Great applause.)

MR. CUMMINGS moved that the Congress now adjourn sine die, and the motion was seconded.

MR. WALLACE (North Dakota) moved that a vote of thanks be extended to the retiring officer and to those who have delivered addresses before this session of the Congress.

The motion was seconded by MR. CUMMINGS, and it was so ordered.

MR. CALLBREATH (Denver): May I be permitted to say a word, Mr. Chairman? I want to call special attention to that resolution approved by the Resolutions Committee, and by this Congress in favor of an Immigration Congress. What we need in this western country is brains and energy. I take it but few of you will dispute the proposition that the east has lost intelligence as we have gained it, and because of that gain, we stand today as the best representative of magnificent growth the world has seen, in this or any other age. But we must not forget that while the Immigration Congress is for the purpose of further calling the attention of eastern people to what we have, this Congress must provide the conditions which will bring eastern people here. Every time we add a home, we add to the possibilities of manufacturing interests and develop railroad interests and everything else; and I want to ask each one of you to use your energy, co-operation and support in making the coming session of the Immigration Congress a success.

After a few parting words for Chairman Smith, the motion to adjourn was renewed, and the Congress adjourned sine die.

ENCOURAGEMENT TO HOME MANUFACTORIES.

ADDRESS OF COL. H. D. LOVELAND, SIXTEENTH ANNUAL SESSION TRANS-MISSISSIPPI COMMERCIAL CONGRESS, PORTLAND, OREGON,
AUGUST 16, 17, 18 AND 19, 1905.

Mr. President and Gentlemen of the Trans-Mississippi Commercial Congress—In appearing before this Congress to speak on the subject of Encouragement to Home Manufactories, it is probably due to you and to myself to preface my remarks by saying that I am not here as a manufacturer, nor as one who knows very much about manufacturing; and it is with considerable diffidence that I attempt to interest you on so important a subject. But I console myself by the thought that if I were engaged in manufacturing, my practical or technical knowledge would probably be confined to the particular line in which I was engaged, while as it is I can enjoy a roving commission, so to speak, and talk generally of all manufactories.

I am not unmindful of the fact that the basic principle upon which this Congress rests is to foster and care for the interests of all that vast empire known as the trans-Mississippi region; and that local sectional selfishness should have no part in our deliberations; but I am also aware that in requesting a Pacific coast man to speak on the subject of home manufactories, your executive committee must have known that to some extent, at least, his remarks would be characterized by local coloring; and in addition to this it will be granted without question that each particular section is justified in setting forth its peculiar advantages and that the utilization and development of those advantages will make for the development and upbuilding of the whole trans-Mississippi country.

So, while much that I may say will apply to the trans-Mississippi region generally, I shall speak principally of, and the statistics which I may present will deal entirely with Pacific coast manufactories.

Manufacturing as an attractive investment for capital, presupposes the existence of certain conditions, some of which are absolutely necessary, while all desirable. Of paramount importance are the conditions of population, transportation, power, raw material and facilities for securing the necessary labor. In some of these the Pacific coast is especially rich in opportunities; others the development of the past few years have tended greatly to improve, and nowhere else I believe has the giant tread of the world's progress been listened to with keener appreciation and advantage than here on the Pacific coast.

With your permission I shall speak of these pre-requisite conditions separately in the order in which they are mentioned, namely, population, transportation, power, raw material, labor and incidentally climatic conditions.

POPULATION.

Our population has been and is being rapidly augmented. This, without an official census, is evidenced in many different ways. The record of the sales of real estate in both city and country; the cutting up of large ranches or holdings into small farms; the reports of transportation companies; the enumeration of school children; the reports of companies handling such public utilities as gas, water, etc.; the bank clearances; the registration for political purposes and at hotels and boarding houses, and especially the ease with which tenants are found for many new buildings, all point to the fact that the next census will show a great increase over the last in the population of the Pacific coast. Nor is there any reason to fear that this will not continue. Did you ever stop to think and contrast the population of the Pacific

coast states compared with their area in square miles with some of the states east of the Mississippi or with European countries? If not, a few figures will be interesting.

New York has an area of about 47,000 square miles and a population according to the last census of 5,997,853, or 126 persons to the square mile. Washington contains 66,880 square miles and the last census gave the population at 349,390, or 5 and a fraction persons to the square mile. Illinois has 68 persons to the square mile and Oregon has 3 $\frac{1}{2}$.

California is approximately one-third larger than Italy. Her climate and productions are very similar. California at the last census had one million and a half in population, while Italy supports a population of over thirty million. France, with an area one-third larger than California, has a population of thirty-eight million. Surely, we have room to grow, have we not? And we are growing, and will continue to grow. Think of the immigration that will be attracted to the trans-Mississippi region by the great irrigation work now being done by the federal government, and for which this Congress has done so much! Think of the enormous influence that the developments in the Orient will have in multiplying the population of the Pacific coast! Accept my assurance that out here we are all disciples of our great President Roosevelt on the question of race suicide, and you will conclude with me that, so far as population is concerned, conditions on the Pacific coast are favorable to home manufacturing.

TRANSPORTATION.

Next is the subject of transportation, and this is something which will regulate itself and keep pace with the changing conditions of population and development. Time forbids entering into details on this important subject, but it is enough to call your attention to the self-evident truth that just as population and manufacturing lend themselves to the development of transportation facilities, so the increase in those facilities is reflected in the multiplication of population and in the added importance of manufacturing interests.

On land and sea transportational facilities will keep pace with and stimulate the growth of our population and of our industrial life as it finds expression in the development of home manufactories.

POWER.

In the past the problem of power for manufacturing has been a question of serious import, especially to the small manufacturer. This has all been changed. The inventive genius of man has indeed been a veritable Aladdin's lamp, and the genie of hydro-electrical energy has appeared in response to its command. This wonderful force produced by our mountain streams can be transmitted hundreds of miles and furnished to manufacturing industries, large and small, in quantities to suit the demand, and at a cost that makes manufacturing possible and profitable. The uses to which electrical power developed by our streams and rivers can be put are innumerable. As a local illustration, it may safely be said that the falls of the beautiful Willamette river, fourteen miles above this city, when properly harnessed, would produce hydro-electrical energy sufficient to run every lumber mill, every flour mill, every machine shop, every factory, every ship yard, every grain warehouse, in fact, to turn every wheel in the state of Oregon, as well as to illuminate its cities and towns. The same may be said of the falls of the Spokane river in Washington, and in a less degree of any number of mountain streams in the great trans-Mississippi region. It may be said that this power has always existed, that the dawn of civilization heard the roar of the mighty cataracts of the world, which is true; but in the past, manufacturing plants had to be located at or near these waterfalls in order to utilize their power; while

today it is the divisibility of hydro-electrical energy, and the ease with which it is transmitted to places remote from where it is generated that makes it available and multiplies the importance of the law of gravitation as expressed by these falling waters.

In California, in addition to this, the discovery of petroleum in unlimited quantities has further solved the problem of cheap fuel for manufacturing purposes. Oil at 70c per barrel is estimated as equal to coal at \$2.25 per ton, or nearly 40 per cent cheaper than the eastern manufacturer can obtain it.

Our machine shops and our factories are using oil as a fuel. Our gas companies are using oil to manufacture gas at a cost less than half of what it costs to produce it from coal. Our railroads are using it to run their engines, and many of our steamships are being transformed into oil burners. The Pacific Coast Manufacturers' Journal, under date of March 1, 1905, states that the Oceanic steamship Mariposa is said to be saving \$200 a day as a consumer of California fuel oil instead of coal, and her speed has been increased one knot an hour.

To show you the increase in the production of petroleum and its importance commercially, I quote the following figures: In 1889 the output was valued at \$368,048. In 1903, although the price had dropped to less than half what it was in 1889, the value of the petroleum produced was \$7,313,271. So it would certainly appear that with the development of hydro-electrical energy, with the enormous increase in the production of petroleum and with the discovery and development of new coal deposits which I have not before alluded to, but which is constantly going on, we have solved the problem of cheap power for manufacturing. Yet there is still another source of cheap fuel supply in California, thus far practically neglected. I again quote from the Pacific Coast Manufacturers' Journal of March 1 this year:

"The area of the territory in the San Joaquin and Sacramento valleys which has been shown by a number of wells and springs to contain natural gas in solution with water, is over 300 miles in length and more than thirty miles wide. According to an expert's computation, based on the results obtained from natural gas wells in existence and an estimation of the water contents of the porous stratification for a depth of 1,000 feet, it is estimated that this territory contains at least 6,082,360,000,000 cubic feet of gas. Assuming that 400,000,000 cubic feet of gas, obtained from the porous underlying strata of these valleys to a depth of 3,000 feet, were consumed daily, the supply would last, it is claimed, for 127 years."

RAW MATERIAL.

Next comes the question of raw material, and surely no words of mine are necessary to convince you that we have it. I could talk to you for hours upon this important subject and not mention the half that could be told. I could tell you of our vast deposits of salt and soda; I could mention our mountains of copper and iron ore; I could call your attention to our quarries of beautiful marble and onyx and granite; I could point to our clay banks, the product of which is so largely used in manufacturing pottery, bricks and hollow structural material for modern buildings, and to our ledges of limestone from which is made the finest quality of Portland cement. I could tell you that this cement was not made in California until 1891, when the entire product of that year amounted to \$15,000, and that in 1903 it had reached the amount of \$968,000. You have seen our magnificent forests, which enter so largely into manufacturing; and in this connection let me say that we have right here on the Pacific coast practically all that remains of the world's supply of white and sugar pine, so much in demand for veneering and finishing; you have gazed in wonder at our limitless grain fields which contribute to the manufacture of food products; you have seen our sheep grazing on our thousand hills; you have been shown at this and other great expositions sam-

ples of the products of our mines, and you must realize that in many, very many respects we are rich in material for home manufactories.

LABOR.

Lastly comes the question of labor; and here in the past we have been handicapped, owing to the scarcity of our population. But this, too, is something that will quickly and easily adjust itself with the development of this great trans-Mississippi region and the rapid increase in its population. And it is worthy of mention also that our climatic conditions mitigate to an appreciable extent this drawback. Here, where our workmen are not numbed by the cold of winter or enervated by the heat of summer, they lose less time, and accomplish more in a given time than do workmen in climates where less favored conditions prevail. Neither do they have to work by artificial light, as, owing to the mildness of our climate, a roof is practically all the protection necessary. The United States official census for 1900 states that the workmen of California produce 32.9 per cent more in value of product, and with less fatigue, than do workers in the eastern states.

And now, Mr. President, the question may be asked "What has been accomplished under all these favorable conditions in the way of home manufacturing?" It is a reasonable question, and a natural sequence to what I have said. I answer it cheerfully and although inadequately, with pardonable pride.

Much has been done and is being done. The manufactured product of our lumber mills ambitiously and successfully compete in our home markets, and for the large and rapidly increasing trade in the Orient. Our grain is being manufactured into food products in ever-increasing quantities. Our lumber is being made into furniture and our paper mills are multiplying. We are building ships for our merchant marine, and are competing with the best equipped yards of the east and of Europe in the construction of battle-ships and cruisers.

We supply the world with canned salmon, and our condensed milk and cream are rapidly obtaining control of our markets. Our woolen mills, our soap factories, our cracker and confectionery manufactories and our cooperage and barrel factories are increasing. We are making rope and twine and cordage and tents and awnings; our machine shops are making machinery for our mills and for our various manufacturing industries.

Every year more and more of our agricultural implements are made at home. We point with pride to the already great and growing industry of manufacturing sugar from our sugar beets. Our structural material which enters so largely into the construction of our buildings, our streets and roads, our bridges and waterworks is successfully competed for by our home manufactories.

Our wines, brandies, our malt liquors and our olive oil are successfully competing with the foreign product, and our dried, preserved and canned fruits are household necessities in many parts of the world.

So we believe, Mr. President, that while there are vast undeveloped possibilities for manufacturing on the Pacific coast, that would prove a splendid investment for capital, we can fairly say that we are living to our opportunities. But if we would continue to do so we must not only upon occasions like this and through the medium of such gatherings as this, but upon all occasions and in every legitimate manner, let the world know what we have in this great west.

And right here it seems to me that we have not done quite all that we could do. Once each year, shortly before our annual session, a vast amount of literature and data relative to our meeting is sent out, and in due time after the Congress has adjourned the proceedings are published in book or pamphlet form. This is good so far as it goes, but it does not go far enough. It is safe to say that 90 per cent of the literature and books thus distributed

goes to people already residents of the trans-Mississippi region. What we should do, it seems to me, is, by continued, persistent, well-directed effort, try to inform the people of other sections of these advantages which we possess. It may be said that this is being done by the different states and territories comprising the trans-Mississippi section through their chambers of commerce, promotion committees and other commercial organizations. Even so, there is much that we could do to promote and stimulate much work. Important matters are considered at these congresses, and such consideration should be given wide publicity. If it be impossible to start a bureau of information as an adjunct of this Congress, then properly edited reports of our meetings should be published and furnished to the various associations of the different states for distribution, thereby serving the double purpose of reaching people whom are not now in touch with us and creating an added interest in our Congress.

And now, in conclusion, I want to say just a few words which, while they are more or less sentimental, will, I believe, meet with a responsive echo in your hearts. I have alluded to the fact that here on the Pacific coast we are competing with the great ship yards of the east in the construction of modern battleships. One of those units of our navy, built by a California shipbuilder, is named after this great state of Oregon; and our feeling toward that ship, our pride in that product of home manufacture, is best expressed in the language of a California poet who, looking into the future with the prophetic eye of inspiration, saw the dawn of that glorious day when war shall have become a thing of the past, a memory of an incomplete civilization. In speaking of the things worth remembering in the past, as we speak now of the pyramids of Egypt and other enduring monuments of our race, he says:

“When your sons shall ask what the guns are for
Then tell them the tale of the Spanish war,
Of the countless millions who gazed upon
The matchless trip of the Oregon.”

PERMANENT MEMBERS

1904-5

ALASKA.

Hon. John G. Brady, Governor, Sitka.
Edward DeGroff, Sitka.

CALIFORNIA.

Fred J. Koster, San Francisco.
Hon. Rufus P. Jennings, San Francisco.
Ed. Fletcher, San Diego.
Hon. H. P. Wood, San Diego.
W. H. Weilby, Oakland.
J. G. Loveran, Eureka.
C. B. Boothe, Los Angeles.

COLORADO.

Chas. A. Stokes, Denver.
Hon. Fred A. Williams, Denver.
J. P. Hall, Denver.
Philip Schuch, Jr., Denver.
Chas. A. Black, Montrose.
Nelson Franklin, Victor, Cripple Creek District.
A. A. Rolleston, Victor, Cripple Creek District.
Frank M. Woods, Victor, Cripple Creek District.
Gen. F. A. Reardon, Victor, Cripple Creek District.
W. H. Dingman, Victor, Cripple Creek District.
Chas. H. Waldron, Victor, Cripple Creek District.
G. E. Copeland, Victor, Cripple Creek District.
J. C. Staats, Victor, Cripple Creek District.
Hon. Paul M. North, Goldfield, Cripple Creek District.
Arthur F. Francis, Cripple Creek, District.
C. E. Miesse, Cripple Creek District.
R. A. Airheart, Cripple Creek District.
W. H. Littell, Cripple Creek District.
P. E. C. Burke, Cripple Creek District.
J. M. Parfet, Cripple Creek District.
Carl Johnson, Cripple Creek District.
Geo. F. Fry, Cripple Creek District.
Hon. T. H. Thomas, Cripple Creek District.
John T. Hawkins, Cripple Creek District.
D. H. Franks, Cripple Creek District.
Hon. S. A. Phipps, Cripple Creek District.

IOWA.

A. E. Johnstone, Keokuk.

KANSAS.

Dr. T. C. Frazier, Coffeyville.

LOUISIANA.

Hon. Chas. K. Fuqua, Baton Rouge.

MONTANA.

Alec. Burrell, Marysville.

Hon. Herbert Strain, Great Falls.

MINNESOTA.

Benj. F. Beardsley, St. Paul.

MISSOURI.

Hon. R. C. Kerens, St. Louis.

F. Ernest Cramer, St. Louis.

W. H. Elliot, St. Louis.

Hon. H. R. Whitmore, St. Louis.

W. D. Simmons, St. Louis.

Ben. Altheimer, St. Louis.

Prof. H. W. Quaintance, Columbia.

Dr. W. A. Kendall, Poplar Bluff.

Dr. J. Philip Kneche, Kansas City.

NEBRASKA.

Joseph Hayden, Omaha.

Hon. H. T. Clarke, Omaha.

John A. Scott, Omaha.

NORTH DAKOTA.

Hon. N. G. Larimore, Larimore.

OKLAHOMA.

J. W. Moore, Pond Creek.

OREGON.

Tom Richardson, Portland.

R. L. Darrow, Portland.

Theo. B. Wilcox, Portland.

W. M. Ladd, Portland.

A. L. Mills, Portland.

Chas. E. Ladd, Portland.

B. Neustadter, Portland.

Walter F. Burrell, Portland.

L. A. Lewis, Portland.

J. Frank Watson, Portland.

A. H. Devers, Portland.

Robert Kennedy, Portland.

Robert Livingstone, Portland.

W. L. Boise, Portland.

E. M. Brannick, Portland.

I. N. Fleischner, Portland.

OREGON—Continued.

E. L. Thompson, Portland.
W. W. Cotton, Portland.
E. L. Smith, Hood River.

TEXAS.

Chas. R. Kitchell, Galveston.
Hon. Ed. F. Harris, Galveston.
Hon. Walter Gresham, Galveston.
Col. D. B. Henderson, Galveston.
C. W. Hahl, Houston.
H. F. MacGregor, Houston.
D. Woodhead, Houston.
W. S. Davidson, Beaumont.
W. C. Averill, Beaumont.
T. A. Langham, Beaumont.
W. J. Crawford, Beaumont.
J. F. Keith, Beaumont.

UTAH.

Geo. Romney, Salt Lake City.
Edwin F. Holmes, Salt Lake City (3).
Hon. John Henry Smith, Salt Lake City.
Geo. A. Smith, Salt Lake City.
Hon. John C. Cutler, Salt Lake City.
Henry Dinwoody, Salt Lake City.
Wm. T. Williams, Salt Lake City.
Abel John Evans, Lehi.
Hon. Reed Smoot, Provo.
Jesse Knight, Provo.
John R. Barnes, Kaysville.
Wesley K. Walton, Salt Lake City.
M. F. Cunningham, Salt Lake City.
Rudolph Kochler, Ogden.
F. W. Tissburn, Brigham.
Webb Greene, Mt. Pleasant.

WASHINGTON.

E. W. Purdy, Bellingham.
C. V. Nolte, Bellingham.
V. A. Roeder, Bellingham.
C. E. Gage, Bellingham.
Hon. A. L. Black, Bellingham.

ILLINOIS.

R. R. Bourland, Secretary, Peoria.
Col. Isaac Taylor, Peoria.
Hon. Truman G. Palmer, Secretary, Chicago.
Hon. Geo. H. Maxwell, Chicago.
Hon. Frank Wenter, Chicago.

NEW YORK.

Hon. F. B. Thurber, New York City.

LIST OF DELEGATES

TO THE

Trans-Mississippi Commercial Congress

PORTLAND, OREGON

August 16 to 19, 1905

The following were appointed delegates to represent their various sections at the sixteenth annual session Trans-Mississippi Commercial Congress:

ALASKA.

John R. Dodson, Circle City.
Randall H. Kemp, Skagway.

W. J. Allen, Teller.

ARKANSAS.

T. R. McHenry, Malvern.
N. P. Todd, Little Rock.

Hon. M. F. Collier, Paragould.

ARIZONA.

S. Oberfelder, Phoenix.
Geo. H. Kelly, Bisbee.
C. E. Taylor, Globe.
Walter Talbot, Phoenix.
Fred Nelson, Winslow.
O'Brien Moore, Tucson.
J. W. Dorrington, Yuma.

Andres Rebeil, Tucson.
Miss Lucy T. Ellis, Phoenix.
J. W. Benham, Phoenix.
Ramon Soto, Tucson.
Frank Dysart, Solomonville.
J. C. Goodwin, Tenape.

CALIFORNIA.

J. E. Auzerai, San Jose.
S. E. Moreland, San Jose.
J. L. Stull, San Jose.
Joseph Hyland, San Jose.
Rufus P. Jennings, San Francisco.
Everett N. Bee, San Francisco.
James H. Cassidy, San Diego.
A. C. Rulofson, San Diego.
J. P. Curries, San Diego.
Ed. Fletcher, San Diego.
Charles J. Luttrell, Yreka.
C. M. Wooster, San Francisco.

Hon. P. J. van Loben Sells, San Francisco.
Hon. J. G. Loveran, Eureka.
Hon. J. E. Raker, Alturas.
J. K. T. Wylie, Cedarville.
J. F. Lynit, Alturas.
Geo. W. Peltier, Sacramento.
Alfred Holman, Sacramento.
W. E. Loydal, Sacramento.
Chas. F. Curry, Sacramento.
Wm. A. Curtis, Sacramento.
Scipio Craig, Redlands.

CALIFORNIA—Continued.

W. T. Cressler, Cedarville.
 O. B. Kane, Canby.
 Dr. L. P. Hall, Dixon.
 Alexander Gordon, Sacramento.
 Chas. A. Wright, Sacramento.
 Thos. B. Hall, Sacramento.
 W. A. Beard, Sacramento.
 Hon. Peter J. Shields, Sacramento.
 Lyman M. King, Redlands.
 O. L. Moorman, Riverside.
 Henry Biggin, Redlands.
 A. R. Patrick, San Francisco.
 H. D. Loveland, San Francisco.
 G. W. Dickie, San Francisco.
 E. T. Perkins, Portland, Or.
 G. W. Meals, Lompoc.
 C. B. Brown, Stockton.
 F. H. Gould, San Francisco.
 T. W. M. Draper, San Francisco.
 Col. C. C. Royce, Chico.
 H. W. Furlong, San Francisco.
 Ed. H. Benjamin, San Francisco.
 Capt. J. Jensen, San Francisco.
 Robert Gray, San Francisco.
 C. B. Boothe, San Francisco.
 J. Clyde Hizar, San Diego.
 J. H. Wills, Sacramento.
 F. P. Meserve, Redlands.
 C. P. Braslan, San Jose.
 John W. Aiken, Selma.
 E. Guppy, San Jose.
 Andrea Sbarboro, San Francisco.
 Fred J. Koster, San Francisco.
 Hamilton Wright, San Francisco.
 Isidor Jacobs, San Francisco.
 E. C. Denniston, San Francisco.
 H. M. Cherry, San Diego.
 H. P. D. Kingsbury, Redlands.
 A. Gregory, Redlands.
 L. C. Waite, Riverside.
 C. M. Wooster, San Jose.
 John Markley, Marysville.
 Frank Salmons, San Diego.
 M. E. Dittmar, Redding.
 W. P. Hammon, Oroville.
 C. M. Carr, Los Angeles.
 E. E. S. Woods, Stockton.
 D. S. Fish, Oakland.
 Louis Tarke, West Butte.
 M. C. Zumwalt, Tulare.
 C. R. Scott, Tulare.
 J. P. Currier, Tulare.
 John Alex. McRae, Dixon.
 J. F. Ward, Los Angeles.
 W. C. Hargreaves, Redlands.
 F. G. Feraud, Redlands.
 Mrs. Mary Lynde Craig, Los Angeles.
 L. C. Morehouse, San Leandro.
 Dr. L. P. Hall, Dixon.
 W. J. Curtis, San Bernardino.
 E. M. Cooley, San Bernardino.
 Geo. P. Dennis, Ventura.
 Dr. J. H. Hunning, Ventura.
 John Lagomarsino, Ventura.
 A. C. Rulofson, San Francisco.
 C. L. Best, San Leandro.
 Wilbur Walker, Oakland.
 P. O. Eibe, Willows.
 Geo. C. Power, Ventura.
 T. J. Donovan, Ventura.
 C. F. Winters, Los Angeles.
 Chas. N. Flint, Los Angeles.
 J. A. Reed, Los Angeles.
 T. C. Friedlander, San Francisco.

COLORADO.

Mrs. I. A. Miller, Warren.
 Hon. E. E. Sommers, Denver.
 A. M. Ghost, Denver.
 Hon. R. W. Boynge, Denver.
 Fred E. Coe, Denver.
 H. P. Spencer, Denver.
 T. J. Sayler, Lamar.
 D. B. Nowells, Lamar.
 N. Segil, Cripple Creek.
 Mrs. E. C. Goddard, Colorado Sp'gs.
 Mrs. T. A. McHarg, Boulder.
 Dr. Frank Finney, La Junta.
 Isaac Hoffman, Leadville.
 J. A. Davis, Boulder.
 Hon. F. R. Wood, Trinidad.
 Hon. Frank E. Christy, Telluride.
 Gen. Frank Hall, Denver.
 W. C. Johnson, Denver.
 Zeph. Chas Felt, Denver.
 F. H. Brandenburg, Denver.
 T. C. Henry, Denver.
 John McDonough, Denver.
 F. M. Bisbee, Denver.
 M. I. Conwell, Lamar.
 H. C. White, Hugo.
 W. W. Raser, Cripple Creek.
 Hon. H. M. Hogg, Telluride.
 Walter L. Wilder, Pueblo.
 Mrs. H. E. Churchill, Greeley.
 Edward Keating, Denver.
 Ellis Meredith, Denver.
 A. A. Rolleston, Victor.
 Col. Wm. Stapleton, Denver.
 Richard Road, Jr., Denver.

COLORADO—Continued.

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|--------------------------------------|-----------------------------------|
| H. P. Spencer, Denver. | S. N. Nye, Colorado Springs. |
| Hon. Jas. Owen, Cripple Creek. | Hon. W. A. Hill, Fort Morgan. |
| W. C. Gould, Lamar. | Mrs. John T. Burns, Denver. |
| Hon. I. B. Mellville, Denver. | W. G. White, Durango. |
| Austin Holman, Goldfield. | Henry C. Watson, Greeley. |
| James McNeen, La Junta. | James McNeen, La Junta. |
| Hon. F. A. Williams, Denver. | Hon. Geo. D. Mestlin, Pueblo. |
| J. P. Pasterieus, Colorado Springs. | C. E. Wantland, Denver. |
| Hon. F. E. Brooks, Colorado Springs. | B. F. Rockfellow, Canyon City. |
| Sam G. Adams, Steamboat Springs. | C. B. Schmidt, Pueblo. |
| D. R. McArthur, Greeley. | W. H. Nortonk, Cripple Creek. |
| C. E. Miesse, Cripple Creek. | C. M. Hoopes, Cripple Creek. |
| E. M. Ashley, Denver. | John F. Shafroth, Denver. |
| Paul M. North, Goldfield. | Chas. H. Waldron, Victor. |
| W. H. Dingman, Victor. | Hon. F. A. Reardon, Victor. |
| Frank M. Woods, Victor. | G. E. Copeland, Victor. |
| John E. Pelton, Montrose. | H. P. Spencer, Denver. |
| John T. Hawkins, Cripple Creek. | James F. Callbreath, Jr., Denver. |
| Mrs. H. P. Stephens, Denver. | Hon. W. F. Hill, Boulder. |
| T. M. Tomlinson, Denver. | A. L. Fellows, Denver. |
| Col. A. W. Hogle, Denver. | |

ILLINOIS.

- | | |
|------------------------------|--------------------------------|
| Hon. C. F. Gunther, Chicago. | Geo. W. Sheldon, Chicago. |
| Chas. Truax, Chicago. | Hon. Geo. W. Dickson, Chicago. |
| Fred C. Austin, Chicago. | E. F. Waggoner, Spokane, Wash. |
| A. H. Boylan, Portland, Or. | |

IOWA.

- | | |
|---------------------------------------|-----------------------------------|
| Lon Bryson, Davenport. | Hon. C. A. Wise, Cedar Falls. |
| Geo. Pearsall, Des Moines. | John Adams, Dubuque. |
| C. D. Ellis, Charles City. | Sumner Siberell, Ottumwa. |
| Hon. C. F. Saylor, Des Moines. | Hon. J. G. Berryhill, Des Moines. |
| Hon. Herbert H. Teachout, Des Moines. | Seth Dean, Glenwood. |
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 J. W. Mackey, Beaumont.

UTAH.

C. N. Strevell.
 W. J. Tuddenham.
 Leon Sweet.
 Geo. P. Holman.
 F. J. Hewlett.
 Joseph Seanford, Ogden.
 W. W. McLaughlin, Logan.
 Chas. A. Henry, Ogden.
 E. A. Hartenstein, Salt Lake City.
 F. J. Hewlett, Salt Lake City.
 L. J. Wood, Salt Lake City.
 G. D. Daen, Salt Lake City.
 J. E. Hansen, Salt Lake City.
 John Henry Smith, Salt Lake City.
 W. W. Williams, Salt Lake City.

Geo. E. Wooley, Salt Lake City.
 John Q. Critchlow.
 Rulon S. Wells.
 A. E. Wallace.
 Thomas Hobday.
 John Dern.
 Hon. E. D. Miller, Salt Lake City.
 Hon. C. A. Callis, Coalville.
 A. F. Barnes, Salt Lake City.
 E. H. Davis, Salt Lake City.
 L. D. Martin, Salt Lake City.
 C. W. Penrose, Salt Lake City.
 M. L. M. Cannon, Salt Lake City.
 P. Q. Nielson, Draper.
 Chas. J. Ross, Ogden.

WASHINGTON.

A. H. Hause, Puyallup.
 E. F. Wagoner, Spokane.
 R. L. McCormick, Tacoma.
 J. H. Blodel, Bellingham.
 Elias Payne, Olympia.
 Arvid Rydstrom, Tacoma.
 E. M. Rands, Vancouver.
 R. A. Ballinger, Seattle.
 W. J. Davenport, Colfax.

Hon. Austin Mires, Ellensburg.
 Geo. H. Emerson, Hoquiam.
 C. F. White, Seattle.
 Joseph Sessions, Davenport.
 Fred W. Anderson, Davenport.
 J. R. Stevenson, Pomeroy.
 Gilbert Hunt, Walla Walla.
 G. P. Wright, Tacoma.
 C. H. Emerson, Hoquiam.
 A. E. Barnes, Spokane.

WASHINGTON—Continued.

J. E. Humphries, Seattle.
 J. T. Welsh, South Bend.
 O. A. Fletcher, North Yakima.
 Floyd M. Daggett, Spokane.
 Rev. A. H. Hause, Puyallup.
 Hon. N. T. Caton, Davenport.
 Hon. A. L. Black, Bellingham.
 Hon. G. E. Gage, Bellingham.
 Hon. C. F. Nolte, Bellingham.
 E. F. Waggoner, Spokane.
 Thomas Hooker, Spokane.
 W. D. Nicholls, Spokane.
 Walter B. Moore, Walla Walla.
 A. P. Leonard, South Bend.
 T. J. Kelley, Olympia.
 J. W. Kleeb, South Bend.
 E. E. Johnston, Portland, Ore.
 J. S. Whitehouse, Tacoma.

E. D. Reiter, Davenport.
 J. W. Remaine, Bellingham.
 J. H. Bloedel, Bellingham.
 Wm. Jones, Tacoma.
 J. E. Calder, Montesano.
 Hon. V. A. Roeder, Bellingham.
 Hon. E. W. Purdy, Bellingham.
 J. E. Lease, Centralia.
 William Scales, Centralia.
 Henry Bernard, Spokane.
 Wm. H. Kirkman, Walla Walla.
 M. D. Walters, Walla Walla.
 Hon. M. C. Moore, Walla Walla.
 W. P. Cressy, South Bend.
 W. S. Cram, Raymond.
 Frank B. Cole, Tacoma.
 Frank W. Hibbs, Seattle.
 J. B. Mickle, Seattle.

WYOMING.

T. R. Smith, Encampment.
 E. L. Emery, Rock Springs.
 A. J. Cunningham, Casper.
 Geo. H. Nagle, Cheyenne.
 Tim Kinney, Rock Springs.
 G. W. Metcalf, Douglas.
 Frank Beckwith, Evanston.
 Milo Adams, Sundance.
 A. L. Duhig, Thermopolis.
 W. J. Thom, Buffalo.

H. S. Brodt, Rawlins.
 J. M. Schwoob, Cody.
 T. A. Cosgriff, Cheyenne.
 A. R. Couzins, Rock Springs.
 E. R. Dinwiddie, Sheridan.
 Robert Morris, Greenriver.
 D. A. Nichols, Newcastle.
 A. C. Thomas, Meeteetse.
 O. G. Nickerson, Lander.

WISCONSIN.

August Nihlein, Milwaukee.
 T. J. Neacy, Milwaukee.
 Capt. F. H. Madgeburg, Milwaukee.
 O. H. Ingram, Eau Claire.

Ben Lenzarder, Milwaukee.
 Chas. Sammond, Milwaukee.
 Thos. Barden, Ashland.
 W. W. Strickland, Superior.

The states represented by delegations appointed by the governors are as follows:

California—Hon. Geo. C. Pardee, governor.

Colorado—Hon. Jesse F. McDonald, governor.

Iowa—Hon. Albert S. Cummins, governor.

Idaho—Hon. Frank R. Gooding, governor.

Kansas—Hon. E. W. Hoch, governor.

Louisiana—Hon. N. C. Blanchard, governor.

Missouri—Hon. Joseph W. Folk, governor.

Montana—Hon. J. R. Toole, governor.

Minnesota—Hon. John A. Johnson, governor.

Nebraska—Hon. John H. Mickey, governor.

North Dakota—Hon. E. Y. Sarles,

New Mexico—Hon. Miguel A.

Otero, governor.

Oregon—Hon. Geo. H. Chamberlain, governor.

Oklahoma—Hon. T. B. Ferguson, governor.

South Dakota—Hon. S. H. Elrod, governor.

Texas—Hon. Samuel W. T. Lanham, governor.

Utah—Hon. John C. Cutler, governor.

Washington—Hon. Albert E. Mead, governor.

Wisconsin—Hon. Robert W. La Follette, governor.

Wyoming—Hon. B., B. Brooks, governor.

The following cities were represented, the appointments being made by the mayor of each city.

Alaska—Circle City, Teller, Skagway.

Arizona—Phoenix, Tucson, Bisbee, Winslow, Solomonville, Globe, Tempe, Yuma.

Arkansas—Little Rock, Paragould, Malvern.

California—San Francisco, San Diego, Stockton, San Jose, Eureka, Redding, Oroville, Chico, Marysville, Los Angeles, Willows, Lompoo, Ontario, Oakland, West Butte, Tulare, Selma, Oxnard, Dixon, Alturas, Cedarville, Canby, Sacramento, Redlands, San Leandro.

Colorado—Denver, La Junta, Telluride, Colorado Springs, Golden, Boulder, Pueblo, Greeley, Leadville, Cripple Creek, Fort Morgan, Lamar, Trinidad, Durango, Victor, Goldfield, Hugo, Montrose.

Iowa—Waterloo, Des Moines, Estherville, Sac City, Malvern, Council Bluffs, Fort Madison, Iowa City, Sabula, Hawarden, Marshalltown, Oskaloosa, Davenport, Ottumwa, Dubuque, Charles City, Keokuk, Perry, Spencer, Emmetsburg, Webster City.

Idaho—Grangeville, Boise, Lewiston, Moscow, Wallace, Pocatello, Harrison, Idaho Falls, St. Anthony, Salmon, Coeur d'Alene, Genesee, Blackfoot, Montpelier, Sand Point.

Indian Territory—Chickasha, Wagoner.

Kansas—Topeka, Newton, Effingham, Garfield, Phillipsburg, Wichita, Manhattan, Linwood, Norton, Edwardsville, McPherson, Russell, Kerwin, Abilene, Dodge City, Chanute, Edna, Leavenworth, Fort Scott, Hutchinson, Hoisington.

Louisiana—Alexandria, Ruston, New Orleans, Jackson, Lake Charles, Baton Rouge, Welch, Stamboul,

Transylvania, Lake Providence, Tallulah, Newelton, L'Aryght, Atherton, Vidalia, Alsatia, Delta, Afton, Waterproof, Blackhawk, St. Joseph, Estopinal, Oupelusas, Clinton, Donaldsonville, Jeanette, Marks ville, Monroe, Natchitoches, St. Martinsville, New Iberia, Patterson, Crowley, Ellendale, Shreveport, Magnolia Plantation.

Missouri—St. Louis, Norborne, Lexington, Mahinton, Bernard, Dexter, Humphreys, Kaytesville, Perry, Sweetsprings, Kansas City, Mexico, Sikeston, Marshall, Higginsville.

Montana—Great Falls, Fort Benton, Helena, Stocket, Marysville, Harlem, Billings, Craig, Lewiston, Shelby Junction.

Minnesota—Crookston, Pipestone, Red Lake Falls.

Nevada—Reno.

Nebraska—Hastings, Gibbon, Hebron, Creighton, Fairmont, Ravenna, Red Cloud, Syracuse, Fairbury, Grand Island, Kearney, Omaha, Lincoln, Osceola, Brainard, Norfolk, Aurora, Crete, St. Paul, Broken Bow, Auburn, Havelock, Wahoo, Fremont, Beaver City.

North Dakota—Bismarck, Antelope, Fessenden, Carrington, Grand Forks, Fargo, Maryville, Rolla, Jamestown, Larimore.

New Mexico—Las Vegas, Raton, Roswell, Deming, Albuquerque, Aztec, Las Cruces, Lordsburg, Carlsbad, Santa Fe.

Oregon—Portland, Eugene, Salem, Pendleton, Dallas, The Dalles, Ashland, Sumpter, Roseburg, Hood River, Albany, Medford, Marshfield, North Bend, Forest Grove, Echo.

Oklahoma—Blackwell, Chandler, Kingfisher, Watonga, Okeene, Guthrie, Edmund.

South Dakota—Aberdeen, Woonsocket, Huron, Vermillion, Belle Fourche, Pierre, Desmet, Spearfish, Whitewood.

Texas—Fort Worth, Waco, Galveston, Houston, El Paso, Dalhart, Beaumont.

Utah—Salt Lake City, Kaysville, Heber, Ogden, American Forks, Manti, Brigham, Randolph, Richfield, St. George, Vernal, Logan.

Washington—Davenport, Tacoma, Spokane, Pomeroy, South Bend, Vancouver, Seattle, Colfax, Bellingham, Walla Walla, Cle Elum, Hoquiam, Puyallup, Ellensburg, North Yakima, Montesano, Centralia, Olympia.

Wyoming — Douglas, Evanston, Buffalo, Newcastle, Green River, Sundance, Neeteetee, Lander, Thermopolis.

The following counties were represented, the appointments being made by the county commissioners and the county judges:

California—Oakland, San Bernardino, Siskiyou, Modoc, San Diego, Redlands.

Colorado—Denver, Lincoln, Teller, Prowers.

Iowa—Hamilton, Montgomery.

Idaho—Owyhee.

Kansas—Shawnee, Wyandotte, Jefferson.

Missouri—Linn.

Montana—Dillon, Deer Lodge, Carbon.

Minnesota—Walker.

Nevada—Washoe.

Nebraska—Dixon, Lincoln.

New Mexico—Grant, Colfax, Santa Fe.

Oregon — Clatsop, Washington, Douglas, Umatilla, Wallowa, Harney.

South Dakota—Butte.

Texas—Malagorda, Navarro, Presidio, Freestone, Jones.

Utah — Salt Lake, Davis, Utah, Weber, Sanpete, Rich, Boxelder, Sevier, Uintah, Washington, Summit.

Washington — Thurston, Walla Walla.

Wyoming—Sweetwater County.

The following organizations were represented:

CALIFORNIA.

Board of Trade, San Bernardino.
Board of Trade, Ventura.
Chamber of Commerce, Los Angeles.

Board of Trade, San Leandro.
Board of Trade, Oakland.
Merchants' Exchange, San Francisco.

Ship Owners' Association, San Francisco.

Chamber of Commerce, San Diego.
California State Board of Trade.
Chamber of Commerce, Eureka.
Chamber of Commerce, Riverside.
River Improvement and Drainage

Association of California.

Chamber of Commerce, San Francisco.

California State Miners' Association.

Manufactures' and Producers' Association of California.

California Promotion Committee.

Board of Trade, Oxnard.

Irrigation Committee, Modoc County.

Board of Trade, Redlands.

Wholesale Grocers' Association, Los Angeles.

IDAHO

Commercial Club, Lewiston.

INDIAN TERRITORY.

Commercial Club, Paul's Valley.

Commercial Club, Lehigh.

KANSAS.

Commercial Club, Winfield.	Chamber of Commerce, Wichita.
Commercial Club, Wichita.	Commercial Club, Topeka.
Commercial Club, Fort Scott.	Wellington Commercial Club.
Commercial Club, La Cygne.	

LOUISIANA.

Cotton Exchange, New Orleans.	Progressive Union, New Orleans.
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COLORADO.

Chamber of Commerce, Denver.	Colorado State Commercial Association.
Business Men's Association, Pueblo	Chamber of Commerce, Colorado Springs.
American Stock Growers' Association, Denver.	Chamber of Commerce, Montrose.
American Mining Congress, Denver.	

IOWA.

Commercial Club, Glenwood.	Commercial Club, Des Moines.
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ILLINOIS.

International Harvester Company.	
National Business League, Chicago	of America, Chicago.

MISSOURI.

Commercial Club, Kansas City.	Commercial Club, St. Joseph.
Latin-American Club, St. Louis.	Merchants' Exchange, St. Louis.
Commercial Club, Mexico.	

MONTANA.

Business Men's League, Great Falls.	
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MINNESOTA.

Commercial Club, St. Paul.	Board of Trade, Glenwood.
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NEBRASKA.

Omaha Board of Trade.	Commercial Club, Fairmont.
Soldiers' and Sailors' Home, Milford.	Real Estate Exchange, Omaha.
Missouri River Improvement Association, Omaha.	Commercial Club, Omaha.
	Commercial Club, Auburn.

NEW MEXICO.

Board of Trade, Santa Fe.	Roswell Commercial Club, Roswell.
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OREGON.

Portland Commercial Club.	Lewis and Clark Exposition Commission of Oregon.
Portland Manufacturers' Association.	Board of Trade, Portland.
Development League of Weston.	Travelers' Protective Association, Portland.
Cottage Grove Commercial Club.	

OREGON—Continued.

Salem Commercial Club.	Lake County Development League,
Oregon Development League, Klamath Falls.	Lakeview.
Board of Trade, Lebanon	Ontario Development League.
Eugene Commercial Club.	Board of Trade, Hillsboro.
Citizens' League of Benton County.	Chamber of Commerce, Astoria.
McMinnville Development League.	Board of Trade, Forest Grove.
Oregon Development League, Eugene.	Albany Commercial Club.
	Citizens' Association, Echo.
	North Bend Commercial Club.
	Board of Trade, Oregon City.

OKLAHOMA.

Chamber of Commerce, Oklahoma	
Chamber of Commerce, El Reno.	City.

TEXAS.

Maritime Association of Galveston.	Cotton Exchange, Houston.
Chamber of Commerce, Beaumont.	Houston Business League.
Progressive League, Orange.	Chamber of Commerce, Galveston.
Galveston Deep Water Commission.	

UTAH.

Commercial Club, Salt Lake City.	Association.
Blue Creek Land and Livestock	Weber Club, Ogden.

WASHINGTON.

National Business League, Spokane.	Chamber of Commerce, Bellingham.
Board of Trade, Davenport.	Board of Trade, Puyallup
Chamber of Commerce, Spokane.	Chamber of Commerce, Seattle.
Tacoma Chamber of Commerce and Board of Trade.	American Mining Congress, Hon. J. H. Richards, Boise, Idaho, presi-

The other organizations represented were as follows:

United States Export Association of New York, Hon. F. B. Thurber, president.	dent; J. F. Galbreath, Jr., Denver, Colo., secretary.
National Irrigation Association, C. B. Boothe, Los Angeles, Cal., executive chairman.	Louisiana Purchase Exposition Association, Hon. David R. Francis, St. Louis, Mo., president.
National Irrigation Congress, Hon. Geo. C. Pardee, San Francisco, Cal., president; Tom Richardson, Portland, Ore., secretary.	Lewis and Clark Exposition Association, H. W. Goode, Portland, Or., president.
National Immigration Congress, Denver, Colo.	Bureau of American Republics, Wm. C. Fox, Washington, D. C., director.
Pacific Coast Lumber Manufacturers' Association.	Interior Department, United States, Hon. Barry Bulkley, lecturer.

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THE CONVENTION CITY

Portland, Oregon



LIKE a gem in the midst of surroundings the most attractive to be found anywhere, Portland with mountains and rivers, has a setting the lustre of which shines an ever radiant welcome to those seeking a home. In her splendid future Portland has no equal. She stands as an open gate, the natural highway to the Orient, over which does pass, and will continue to pass, an ever increasing volume of trade. At home the resources of Portland are illimitable. She is already the financial and trade center of the Pacific Northwest, and there is no section of the country which offers greater inducements to capital.

Portland, "The Rose City," has

Bank deposits, exceeding \$40,000,000.00.

207 miles of city and suburban lines.

Population, 145,250.

Water supply inexhaustible, absolutely pure & soft.

Scenic situation unmatched on the great American Continent.

Metropolis of the Pacific Northwest.

Only fresh water harbor on the Pacific Coast.

Libraries, schools, churches and hospitals of the highest standard.

Has finest summer climate in the world. Coldest weather in winter of 1904-5 was 17 degrees above zero.

FOR INFORMATION ADDRESS

PORTLAND COMMERCIAL CLUB

TOM RICHARDSON, Manager

